Revised
Stoney Industrial
Area Structure Plan

Preliminary Draft

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Part 1

Revised Stoney Industrial Area Structure Plan

Revised
Stoney Industrial Area Structure Plan

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Revised Stoney Industrial Area Structure Plan

PREFACE

The Stoney Industrial Area comprises approximately 1012 hectares (2500 acres) of land and is located in the northeast quadrant of Calgary. The area is bounded by 96 Avenue and the Calgary International Airport to the south, future industrial lands and the Calgary International Airport to the east, the Canadian Pacific Railway rail line and the Community of Coventry Hills to the west and Stoney Trail to the north. The area is bi-sected by Deerfoot Trail.

The original Area Structure Plan (ASP) for the Stoney Industrial Area was approved in 1983. During the intervening years the area has remained undeveloped except for a few scattered business operations. However, with the continuing outward growth of the City, the gradual extension of utilities and roadways to the area and recent initiatives by landowners, the area has faced mounting development pressures. In addition to these pressures, transportation modelling results have identified significant regional network constraints in the area. Given this situation, Council has decided to undertake a comprehensive review of the original ASP in recognition that the document has become outdated.

The review process commenced in late 2001, and involved transportation, environmental, market and land use studies; meetings with landowners; and input from the Calgary Airport Authority, River Valleys Committee and other interested parties. The result of this process is a revised ASP that will provide a "blueprint" for the development of the Stoney Industrial Area well into the future.

The foundation of the plan is embodied in the following guiding principles:

- **Creation of Balanced Development Opportunities,**
- **Achievement of a Viable Industrial Base,**
- **Conservation of Sensitive Natural Areas,**
- **Promotion of Quality Urban Design,**
- **Effective Management of Growth.**

These guiding principles are reflected in the policy approach taken within the balance of the plan.

1.0 INTRODUCTION

1.1 Purpose of the Plan

Planning is the process of shaping the physical environment in order to achieve an orderly, economical and compatible pattern of urban growth. The process is complex involving many different decision-making levels, with the most immediate and relevant planning document applied within the process being an Area Structure Plan (ASP).

The purpose of an ASP is twofold. Firstly, it refines and implements The City's broader planning objectives as contained in its strategic planning documents (Municipal Development Plan, Calgary Transportation Plan) by promoting development that is logical, efficient and sustainable. Secondly, it guides and directs land use, subdivision and development decisions, which when taken together determine the form that the planning area will take.

To accomplish this purpose, an ASP establishes a broad framework for future development. This framework consists of long term goals, design concepts, policy statements and implementation actions that all work together to ensure that the plan is achieved. The framework must be concise, yet flexible. It must provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, it must promote creativity and innovation and be responsive to the ever changing demands of the market place. Simply stated, an ASP must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if is to be successful.

1.2 Authority of the Plan

This plan is an area structure plan that has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act*.

The adopted plan comprises Part 1, the Revised Stoney Industrial Area Structure Plan (the "plan"), and includes Appendix 1 contained within this part. Part 2, Background Information, does not form part of the adopted plan and has no legal status.

1.3 Timeframe of the Plan

The plan is future-oriented and addresses how the Stoney Industrial Area is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the plan although most of the development is expected to be realized within 25 years.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Unless otherwise specified within the plan, the boundaries or locations of any symbols or areas shown on a map are approximate only and not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.

1.4.2 Policy Interpretation

Where text accompanies a policy, it is provided for information purposes only. Should an inconsistency arise between the text and a policy, the policy will take precedence.

Where "shall" is used in a policy, the policy is considered to be mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be varied, provided that the variance is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where "should" is used in a policy, the policy is intended to be complied with. However, the policy may be varied in a specific situation where the variance is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow for an acceptable alternate means to achieve the intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use approval stage, that requirement may be deferred to the subdivision approval or development permit approval stage at the discretion of Council or an Approving Authority.

Where a policy requires submission of studies or information, the exact requirements of the studies or information shall be determined at the Outline Plan/Land Use approval stage.

1.4.3 Design Guideline Interpretation

The design guidelines contained within Appendix 1 shall be interpreted and applied in accordance with the policies contained in Section 11.2, Design Evaluation.

1.5 Variance of the Plan

Where a variance to a policy or guideline within the plan is requested in accordance with Section 1.4.2, supporting information considered necessary to evaluate and justify the request shall be submitted. If information is not provided in a satisfactory manner, the variance shall not be granted.

1.6 Amendment of the Plan

To make any change to the text or maps within the plan, an amendment to the plan shall be undertaken in accordance with the *Municipal Government Act*.

Where an amendment to the plan is requested, supporting information necessary to evaluate and justify the amendment shall be submitted. If information is not provided in a satisfactory manner, the amendment shall not be approved.

Part 2, Background Information, is not subject to the plan amendment process. The information contained in this part will be updated from time to time to ensure that it remains current and accurate.

1.7 Monitoring of the Plan

The policies within the plan shall be monitored to evaluate their effectiveness. Where determined necessary, the policies shall be updated through the plan amendment process either generally or in response to a specific issue.

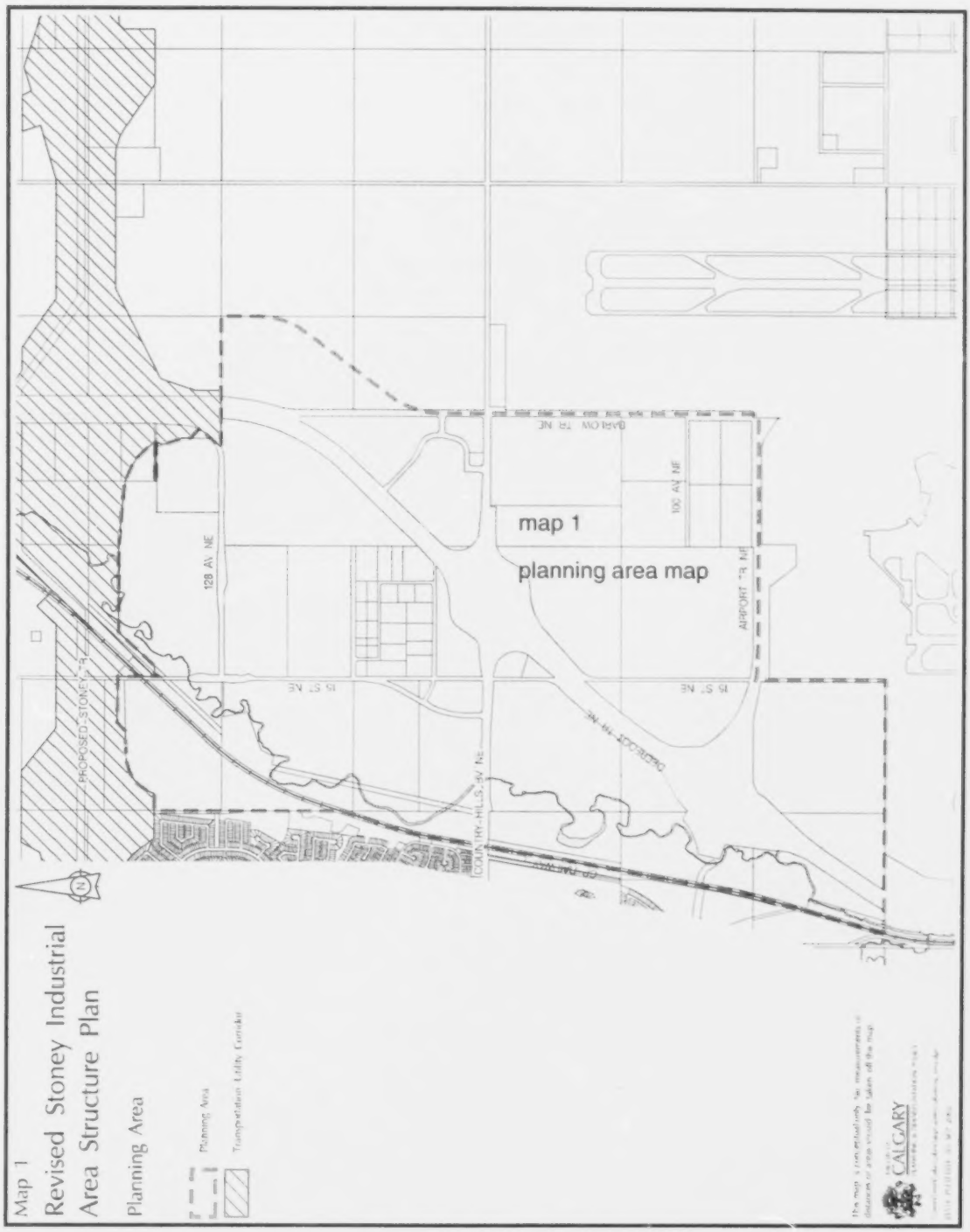
2.0 PLANNING AREA

2.1 Application of the Plan

The Revised Stoney Industrial Area Structure Plan applies to the area shown on the Planning Area Map (Map 1). The Stoney Industrial Area comprises approximately 1012 hectares (2500 acres) of land and is located in the northeast quadrant of the city. The area is bounded by the Transportation and Utility Corridor (TUC) containing Stoney Trail NE to the north, the Canadian Pacific Railway (CPR) rail line and the community of Coventry Hills to the west, Barlow Trail and the Calgary International Airport to the east and Airport Trail and the Calgary International Airport to the south. The area is bi-sected by Deerfoot Trail NE. A detailed description of the Stoney Industrial Area is contained in Part 2, Background Information.

2.2 Boundaries of the Plan

The boundary of the Stoney Industrial Area as shown on Map 1 is considered to be fixed and precise where it coincides with permanent boundaries such as the TUC, the CPR rail line and the Calgary International Airport. Conversely, the boundary will be subject to interpretation where it coincides with future road alignments or other features such as Barlow Trial that may be adjusted through subsequent studies. Where an adjustment is considered to be significant, an amendment to the plan will be required to revise the planning area boundary shown on the map.


map 1
planning area map
Map 1
Revised Stoney Industrial Area Structure Plan
Planning Area
Planning Area
Transportation Utility Corridor
128 AV NE
15 ST NE
AIRPORT TR NE
100 AV NE
DARLOW TR NE
PROPOSED STONEY TR
COUNTRY HILLS AV NE
CALGARY

3.0 STRATEGY

3.1 Strategic Context

The planning strategy forms the basis of the policy approach taken within the balance of the plan. This strategy is embodied in the following guiding principles:

- Balanced Development Opportunities,
- Viable Industrial Base,
- Natural Area Conservation,
- Quality Urban Design,
- Effective Growth Management.

Each of these guiding principles is briefly described below.

3.2 Guiding Principles

3.2.1 Balanced Development Opportunities

As identified within the City's long range strategic planning documents (Municipal Development Plan, Transportation Plan) the Stoney Industrial Area is intended to serve as a strong business and industrial focus within the north sector of the City. At the same time, a sub-area transportation model undertaken for the area, has identified significant capacity constraints relating to the regional road network. These constraints require that a balancing occur between land use intensity and transportation network capacity. This balancing will be achieved in the following ways:

- distributing development density among the various landholdings throughout the area in a uniform manner in relation to the regional transportation network capacities in order to retain equitable development opportunities for each land holding,
- creating the potential for higher intensity development projects that benefit the area to proceed through either a co-operative transfer of development rights among the landowners or a site-specific approval by The City based on the merits of the project.

3.2.2 Viable Industrial Base

The Stoney Industrial Area will function as predominantly a business and industrial area. At the same time, the area will likely attract specialized development projects that serve the Calgary International Airport, the travelling public, the local work force and the residential communities to the west. Thus, retaining a viable industrial base while recognizing the potential diversity of the area remains a key emphasize of the plan. This will be achieved in two ways:

- accommodating a diversity of industrial and other business-related development at a level of intensity determined appropriate to ensure the economic viability of the area,
- allowing alternative retail and service commercial, institutional and recreational projects that are determined to complement the area to develop on a limited and select basis where the transportation network will support these projects.

3.2.3 Natural Area Conservation

The most prominent nature feature within the Stoney Industrial Area is Nose Creek. This creek, together with its associated wetlands, ravines and escarpments, will form a contiguous open space corridor extending along the entire west side of the area that presents unique recreational opportunities. The corridor needs to be protected for the benefit of the surrounding communities and the local workforce within the Stoney Industrial Area. This will be achieved in two ways:

- acquiring and protecting the lands comprising this open space corridor wherever possible through public reserve dedication, the application of development controls or other innovative means,
- enhancing the recreational opportunities within this open space corridor through the introduction of complementary amenities and facilities while ensuring that any urban-level development allowed within or adjacent to the area is sensitively and compatibly designed.

3.2.4 Quality Urban Design

The Stoney Industrial Area will serve as a "gateway" to the City, due to its location along Stoney Trail and Deerfoot Trail, and its proximity to the Calgary International Airport. While this situation presents marketing opportunities for the area, it also introduces requirements for a higher standard of design particularly at the more visible sites. This will be addressed in the plan in two ways:

- requiring development that interfaces directly with entranceway roads to the City to achieve a high quality of site design and building appearance when viewed from these roads,
- providing for a range of uses along entranceway roads that are considered to be the most compatible and appropriate.

3.2.5 Effective Growth Management

The Stoney Industrial Area is extensive containing a projected 30 year land supply. Predictably, as the area develops, infrastructure issues will emerge relating to municipally financed utility and transportation improvements. These issues are complex and may require innovative financing solutions. The plan will address this situation in two interrelated ways:

- ensuring that utility and transportation improvements necessary to support development be comprehensively analysed and identified,
- requiring that any financing issues relating to municipal utility or transportation infrastructure improvements be suitably addressed through the planning approval process.

4.0 VISION AND GOALS

4.1 Vision of the Future

The Stoney Industrial Area, in the year 2025, has been transformed into a vital and successful business area that generates employment opportunities, provides goods and services for the surrounding communities, complements the Calgary International Airport and creates a gateway for the City.

Deerfoot Trail NE, a north-south freeway, intersects the area, and Stoney Trail NE, an expressway, bounds the area to the north. These roads serve as the main access to the Stoney Industrial Area and are augmented by Country Hills Boulevard NE, Barlow Trail NE and Airport Trail NE, all of which provide major transportation routes into the area.

On the east side of Deerfoot Trail SE is a well-defined industrial park, together with a regional-scale retail centre. The park supports a full range of business activities together with service-oriented commercial uses along Airport Trail NE that serve the needs of airport customers and employees. The retail centre attracts shoppers from nearby communities as well as drive-by traffic, and it remains convenient and accessible due to its central location.

On the west side of Deerfoot Trail NE is a business-oriented area containing predominately industrial uses together with office, retail and service commercial development at select locations. Intersecting the area is Country Hills Boulevard, which provides a strong and direct link to the communities to the west. Business, commercial and service-oriented activities tend to gravitate along this road due to the advantages of exposure and access that exist. Overall, the area can be characterised as multi-functional accommodating both commercial and business development, with a strong relationship to the Nose Creek open space corridor and direct access to Stoney Trail NE and Deerfoot Trail NE.

Pedestrian connections in the form of sidewalks, walkways and pathways are located within the Stoney Industrial Area providing opportunities for people to walk and cycle. This localized pedestrian system is, in turn, linked to regional pathways that extends along West Nose Creek. The creek itself is a prominent feature and its related ravines and escarpments form an extensive linear open space corridor that protects the creek and, provides recreational opportunities for the local workforce and adjacent communities.

In total, the Stoney Industrial Area comprises a prominent business area, that conveys a positive image of growth, prosperity and diversity. The area performs a strong service and employment function, creates a quality environment in which to shop and work and contributes to a thriving and healthy city.

4.2 Goals for the Area

- **Business Development**

  To provide for thriving and successful business and industrial development.

- **Airport Services**

  To provide for service-related activities that complement and support the travelling public and business served by the Calgary International Airport service.

- **Commercial Vitality**

  To provide for vital and attractive commercial facilities to meet the retail and service needs of regional and local markets.

- **Environmental Protection**

  To provide for the conservation and protection of the Nose Creek basin and its related escarpments.

- **Pedestrian Circulation**

  To provide for walking and cycling through the provision of strong and direct pedestrian connections.

- **Public Transit**

  To provide for efficient public transit that serves as a viable alternative to private vehicles.

- **Attractive Design**

  To provide for a visually-attractive entranceway to the city through effective urban design measures introduced along the major access roads.

- **Road Network**

  To provide for a safe, effective and convenient road network within and adjacent to the area.

- **Utility Services**

  To provide for suitable and efficient utility infrastructure (sanitary sewer, waterworks and sewer services) to meet the servicing needs of the area.

5.0 PLANNING CELLS

5.1 Planning Cell Map

The planning cells within the Stoney Industrial Area are shown on the Planning Cell Map (Map 2). These cells are defined by the arterial road network as well as the CPR rail line and Nose Creek and they represent the basic unit of planning, servicing and development within the Stoney Industrial Area. The size of each planning cell is identified in the following table and the cells are described in more detail in Part 2, Background Information.

Planning Cells Stoney Industrial Area		
Cell	**Gross Area (Hectares)**	**Gross Developable Area (Hectares)**
A	46	46
B	104	101
C	299	274
D	99	99
E	117	51
F	268	268
G	80	70
The size of the cells may be refined at the Outline Plan/Land Use approval stage.		

Map 2
Revised Stoney Industrial Area Structure Plan
Planning Cells
A
B
C
D
E
F
G
128 AV NE
15 ST NE
AIRPORT TR NE
100 AV NE
BARLOW TR NE
DEERFOOT TRAIL NE
CP RAIL WAY
COUNTRY HILLS BLVD NE
PROPOSED STONEY TR
CALGARY

6.0 PLANNING CELL POLICIES

6.1 Function of Cells

6.1.1 Purpose

The purpose of these policies is to provide for the comprehensive and co-ordinated development of land on a planning cell basis within the Stoney Industrial Area. The planning cells will function as the basic unit of analysis within the area. Accordingly, land use, transportation and servicing studies should apply to an entire cell and not an individual site. In addition, landowners will be encouraged to co-operate in terms of their development initiatives within a cell, and should be provided an opportunity to review the various proposals within a cell that may impact their lands.

6.1.2 Policies

(1) Development Co-ordination

In order to ensure comprehensive and co-ordinated planning, a planning cell shall serve as the basic area of development within the Stoney Industrial Area.

(2) Planning Analysis

In accordance with (1) above, unless determined otherwise, a land use, transportation or servicing study required in conjunction with an Outline Plan/Land Use application should be undertaken on a planning cell basis rather than for an individual site within the cell.

(3) Landowner Co-operation

Landowners within the same planning cell shall be encouraged to co-operate in the comprehensive formulation of studies or the submission of development proposals within the cell.

(4) Comprehensive Review

Where practical and appropriate, landowners within the same planning cell should be provided an opportunity to review and comment on studies and development proposals by another developer that may impact their lands.

6.2 Design of Cells

6.2.1 Purpose

The purpose of these policies is to provide for the comprehensive design of each planning cell, particularly in the case where there is multiple ownership of land within the cell. This will be achieved through the submission of a concept plan in conjunction with an Outline Plan/Land Use Amendment application for the balance of the lands within a planning cell but outside of the application area. The concept plan would be broad and general in nature showing a schematic land use pattern and road network to provide a context for the proposal. The concept plan would demonstrate that the entire cell can be developed in a co-ordinated manner and that reasonable development options are retained for the various landholdings within the cell.

6.2.2 Policies

(1) Requirement for Concept Plan

As part of an Outline Plan/Land Use application, a concept plan shall be submitted for any residual lands within the planning cell but outside of the application area showing a schematic roadway and land use pattern for the residential lands.

(2) Development Options Within Concept Plan

The concept plan required under (1) above should demonstrate that reasonable and viable design options are retained for the entire cell and each parcel of land within the cell.

(3) Status of Concept Plan

The concept plan

(a) shall not have any formal or legal status but rather will be used for information purposes only in making a decision on an Outline Plan/Land Use application, and

(b) may be revised as necessary through the submission of a subsequent Outline Plan/Land Use application within the planning cell.

6.3 Identity of Cells

6.3.1 Purpose

The purpose of these policies is to provide a distinct identity for the planning cells within the Stoney Industrial Area. The approach relies upon the application of uniform area names and street names within one or more cells, but not to individual sites within a cell. Thus, identification signage located at the entrance to a site or along a public road, or street names within a site, would reflect the overall cell name as approved by Council. The approach would be implemented through the subdivision process (approval of street names applied to public roads) and the development permit process (approval of identification signage).

6.3.2 Policies

(1) Name of Cell

(a) One or more planning cells as identified on the Planning Cells Map should contain a uniform name as applied for by a developer and approved by Council.

(b) A cell name should not be approved for a portion of a cell.

(2) Street Names within Cell

(a) The street names to be used within the planning cell as approved by Council shall reflect the overall approved cell name in an acceptable manner.

(b) The street type names applied to public roads within a planning cell as approved by the Subdivision Authority shall be consistent with the street names approved by Council.

(c) Major roads that extend through or between two or more planning cells may contain names approved by Council that do not relate to the approved name of the cell but rather contain a neutral or generic name considered appropriate.

(3) Identification Signage within Cell

(a) Identification signage at the entrance to a subdivision shall reflect the overall approved cell name in an acceptable manner.

(b) Names applied by a developer to a comprehensively developed site, such as a commercial shopping centre, or a building, should be encouraged to reflect the overall approved cell name.

7.0 LAND USE CONCEPT

7.1 Land Use Concept Map

The Land Use Concept Map (Map 3) provides for a future land use pattern within the Stoney Industrial Area comprised of the following Land Use Areas:

- Business/Industrial Area
- Limited Development Area
- Conservation Area
- Retail Commercial Area
- Service Commercial Area
- Special Employment Area

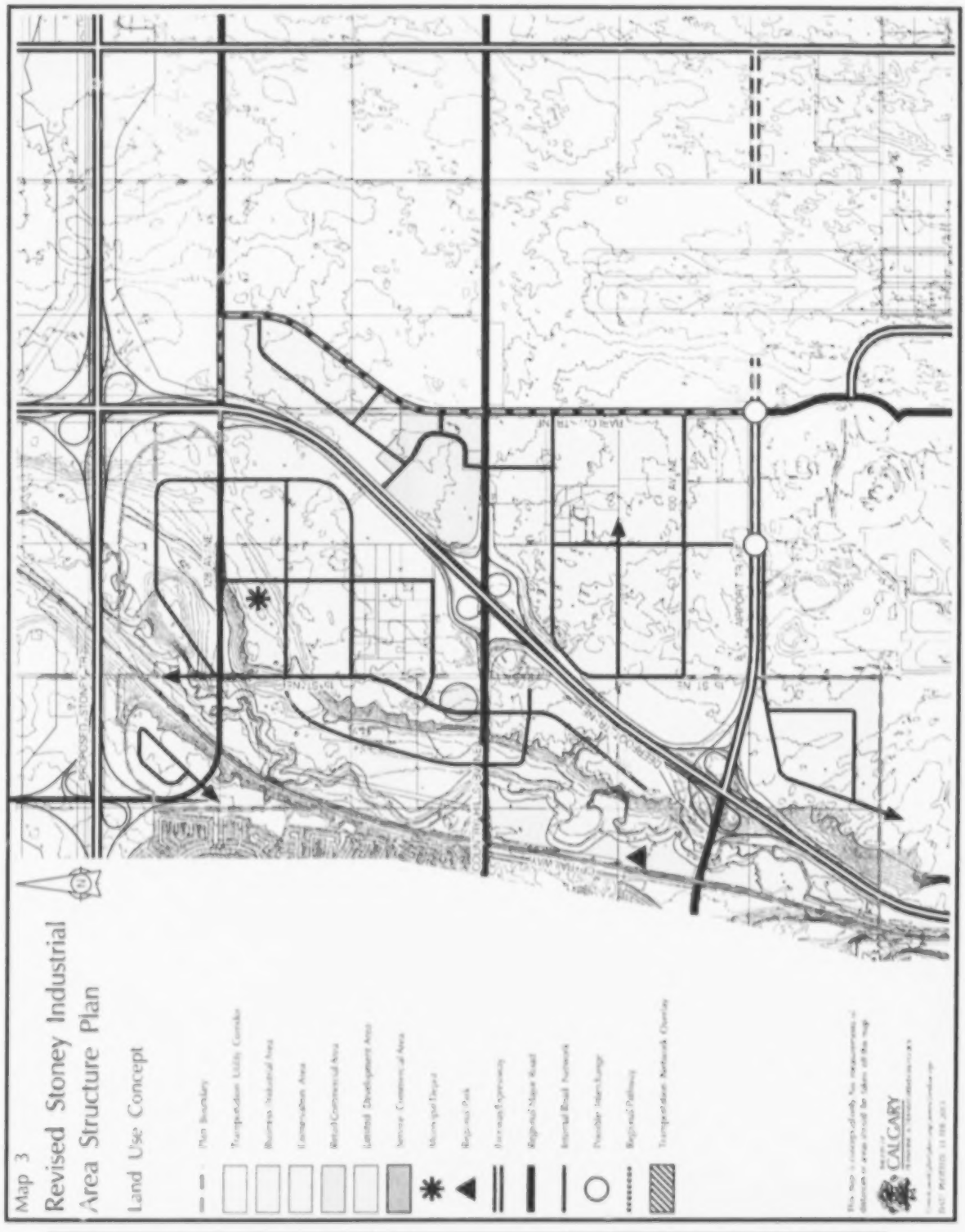
Section 8.0 of the plan, in turn, contains policies that apply to each of these areas. The policies identify general categories of land uses allowed within the areas and development criteria to these uses.

A land use amendment application submitted for a site should comply with the policies of the Land Use Area in which the site is located.

7.2 Amending the Map

Each of the Land Use Areas shown on the Land Use Concept Map serves a distinct purpose. The Business/Industrial Area is applied extensively throughout the Stoney Industrial Area and will accommodate predominately light industrial uses, together with a full range of complementary development. The Conservation Area and Limited Development Area represent Land Use Areas that are intended to protect environmentally sensitive lands along Nose Creek while accommodating a more limited range of development.

Unique commercial development projects and high employment generating projects may be proposed overtime within the Stoney Industrial Area. These projects can be accommodated within the Retail Commercial Area, Service Commercial Area or Special Employment Area. The areas will need to be applied to a site shown on the Land Use Concept Map in an exact manner through the plan amendment process. An amendment to the Land Use Concept Map should only occur in the context of a land use application for a commercial or employment proposal. The proposal will need to undergo a comprehensive evaluation in accordance with the policies of the plan, and will require the submissions of the appropriate transportation, servicing, market and planning studies.


Map 3
Revised Stoney Industrial Area Structure Plan
Land Use Concept
CALGARY

8.0 LAND USE AREAS

8.1 Business/Industrial Area

8.1.1 Purpose

The purpose of this area is to provide for the development of a variety of light industrial uses within the context of a fully-serviced industrial/business park. In addition, medium industrial, secondary commercial, office, institutional, recreational and other land uses considered to be compatible and appropriate may also be allowed. The area comprises the majority of lands within the Stoney Industrial Area and its design will be determined through the Outline Plan/Land Use approval process. Any proposed use within the area should be consistent with the density policies as contained in Section 9.0.

8.1.2 Policies

(1) Composition of Business/Industrial Area

(a) Subject to the policies of this plan,

(i) light industrial uses shall be the predominant use of land within the Business/Industrial Area, and

(ii) medium industrial uses, office uses, local commercial uses, secondary commercial uses, recreational uses, institutional uses and public uses, and similar and accessory uses to the above, may be allowed within the Business/Industrial Area where determined to be compatible and appropriate.

(b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Business/Industrial Area.

(2) Development within Business/Industrial Area

(a) Local commercial uses within the Business/Industrial Area should

(i) locate at intersections,

(ii) not comprise a site exceeding 1.6 hectares of land at the corner of an intersection, and

(iii) not, in the aggregate, compromise sites totalling more than 1.6 hectares of land at one or more corners of the same intersection.

(b) Medium industrial uses within the Business/Industrial Area should not locate adjacent to

(i) an entranceway road,

(ii) reserve land along Nose Creek, or

(iii) an escarpment.

(c) Secondary commercial uses, involving automotive sales or rentals, should not locate adjacent to

(i) reserve land along Nose Creek, or

(ii) an escarpment.

(d) Other than transitional uses as addressed in Section 16.1.2(3), heavy industrial uses shall not be allowed within the Business/ Industrial Area.

(e) A Municipal Depot site shall be provided within the Business/ Industrial Area as shown on the Land Use Concept Map.

(3) Application of Business/Industrial Area

The Business/Industrial Area shall be applied throughout the Stoney Industrial Area.

8.2 Retail Commercial Area

8.2.1 Purpose

The purpose of this area is to provide for retail commercial development within the Stoney Industrial Area in predetermined locations. The area will accommodate a variety of retail uses within comprehensively-planned commercial centre sites situated along the north side of Country Hills Boulevard. These sites will include a regional commercial centre site that previously received land use approval in the early 1980's; and, a future local/sector commercial area as depicted by a symbol on the Land Use Concept Map on the west side of Deerfoot Trail. Prior to land use approval, this symbol will need to be revised through an amendment to the Land Use Concept Map to coincide in an exact manner with the retail commercial site. This amendment would only occur following a comprehensive evaluation of the proposal.

8.2.2 Policies

(1) Composition of Retail Commercial Area

(a) Subject to the policies in this plan,

(i) retail commercial uses shall be the predominant use of land within the Retail Commercial Area, and

(ii) secondary commercial uses, service commercial uses, office uses, institutional uses, recreational uses and public uses, and similar and accessory uses to the above, may be allowed within the Retail Commercial Area where determined to be compatible and appropriate.

(b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Retail Commercial Area.

(2) Development within Retail Commercial Area

In conjunction with a land use amendment application or a development permit application within the Retail Commercial Area, a concept plan and transportation analysis should be submitted that identifies in a comprehensive manner the proposed land use pattern and road network improvements for the entire site.

(3) Application of Retail Commercial Area

(a) The Retail Commercial Area shall only be applied,

(i) along the northside of Country Hills Boulevard east of Deerfoot Trail to accommodate a regional-scale commercial development, and

(ii) along the northside of Country Hills Boulevard west of Deerfoot Trail to accommodate a local or sector commercial development comprising a maximum of 6.0 net developable hectares of commercial land.

(b) Prior to Land Use approval, the Land Use Concept Map shall be amended to apply the Retail Commercial Area to the subject site in an exact manner.

8.3 Service Commercial Area

8.3.1 Purpose

The purpose of these policies is to provide for commercial development to serve the needs of the drive-by traffic including passengers and employees from the Calgary International Airport. The area will be located along roads carrying higher volumes of vehicular traffic, and comprise sites with good visibility and convenient access. Typically, the area would accommodate hotel complexes, truck stops or other unique service commercial projects. Prior to Land Use approval, the Land Use Concept Map will need to be amended to apply the Service Commercial Area in an exact manner to the subject site. This would only occur following a comprehensive evaluation of the proposal.

8.3.2 Policies

(1) Composition of Service Commercial Area

(a) Subject to the policies of this plan,

(i) service commercial uses shall be the predominate use of land within the Service Commercial Area, and

(ii) institutional uses, recreational uses and public uses, and similar and accessory uses to the above, may also be allowed within the Service Commercial Area where determined to be compatible and appropriate.

(b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Service Commercial Area.

(2) Development within Service Commercial Area

The Service Commercial Area shall comprise a well-defined, concentrated and unique service-oriented commercial development that due to its composition, size and location serves

(i) the Calgary International Airport, or

(ii) drive-by traffic using the adjacent arterial road network.

(3) Application of Service Commercial Area

(a) The Service Commercial Area shall only be applied to a site

(i) with efficient access and good visibility located adjacent or in close proximity to

(A) Deerfoot Trail,

(B) Airport Trail,

(C) Barlow Trail,

(D) Country Hills Boulevard,

(E) Stoney Trail, and

(F) 128 Avenue, and

(ii) in response to a Land Use application that identifies the specific proposal to be developed on a site, and

(iii) comprising a maximum of 4.0 hectares in size.

(b) Prior to Land Use approval, the Land Use Concept Map shall be amended to apply the Service Commercial Area to the subject site in an exact manner.

8.4 Limited Development Area

8.4.1 Purpose

The purpose of these policies is to provide for the development of sites that due to access and interface constraints present a limited range of development options. These sites are situated between Nose Creek and the Canadian Pacific Railway rail line along the west side of the Stoney Industrial Area and are subject to access constraints. The sites can continue to be used for extensive agricultural purposes or alternately, a portion of the sites may be dedicated or acquired for a regional park. Where a site is not dedicated or acquired for the park, and the access and design issues can be resolved, alternative recreational uses or, where appropriate, light industrial or secondary commercial uses could be allowed.

8.4.2 Policies

(1) Composition of Limited Development Area

(a) Subject to the policies of this plan, extensive agricultural uses shall be the predominant use of land within the Limited Development Area.

(b) Notwithstanding (a) above,

(i) where determined feasible, lands within the Limited Development Area containing the symbol for a Regional Park as shown on the Land Use Concept Map, shall be dedicated as municipal reserve land, or otherwise acquired, for this park, or

(ii) where lands within the Limited Development Area are not dedicated or acquired for a Regional Park and any access and development constraints relating to the lands can be suitably resolved

(A) recreational uses shall be the predominate use of the lands, and

(B) general light industrial uses, secondary commercial uses, institutional uses and public uses, and similar and accessory uses to the above, may be allowed on the lands where determined to be compatible and appropriate.

(c) The general categories of uses identified under (a) and (b) above shall be refined through the Land Use Districts applied to the Limited Development Area.

(2) Development within Limited Development Area

(a) Notwithstanding Section 9.0, the density allowed on a site within the Limited Development Area shall be determined through the submission of a transportation study.

(b) Prior to Outline Plan/Land Use approval, a concept plan for a site within the Limited Development Area may be required showing the proposed

(i) design for and access to the subject site, and

(ii) interface treatment with Nose Creek and the CPR rail line.

(3) Application of Limited Development Area

The Limited Development Area shall be applied to developable land between Nose Creek and the CPR rail line.

8.5 Conservation Area

8.5.1 Purpose

The purpose of this area is to provide for the protection of environmentally significant lands within the Stoney Industrial Area, notably Nose Creek and its related floodway, wetlands, escarpment and ravines. These lands will form part of an integrated natural open space system that extends through the area serving as a passive and active recreational amenity. In some situations, these lands can be required to be dedicated as environmental reserve in accordance with the Municipal Government Act. In other situations, alternative means of acquiring and protecting these lands may need to be investigated. The means of dedication, acquisition and protection of these lands will be addressed at the Outline Plan/ Land Use stage.

8.5.2 Policies

(1) Composition of Conservation Area

(a) Subject to the policies of this plan,

(i) recreational uses, in the form of natural parks and low intensity and unstructured recreational facilities, shall be the predominant use of land within the Conservation Area, and

(ii) public uses, in the form of roads, pathways, utilities and stormwater facilities, may be allowed to locate within the Conservation Area where determined to be compatible and appropriate.

(b) The general classifications of uses identified under (a) above shall be refined through the land use districts applied within the Conservation Area.

(2) Development within Conservation Area

Notwithstanding (1), where lands within the Conservation Area are not dedicated as reserve land, acquired through purchase or otherwise protected through the application of land use controls or on a voluntary basis in accordance with the policies of Section 10.0, the lands shall be considered to be appropriate for urban development and the policies of the adjacent land use area shall apply without requiring an amendment to this plan.

(3) Application of Conservation Area

The Conservation Area shall be applied to lands along Nose Creek, including the adjacent floodways, wetlands, ravines and escarpments, that comprise environmentally significant areas to be conserved and protected.

8.6 Special Employment Area

8.6.1 Purpose

The purpose of this area is to provide for the development of special projects that promote economic development and accommodate high levels of suburban employment within the Stoney Industrial Area. These projects would, by their nature, generate traffic volumes that exceed the maximum allowable density (i.e., vehicle trip generation) as applied to the subject site in accordance with the policies of Section 9.1 and would therefore require a variance to this density. Such projects may include, but are not limited to, office buildings, high tech industries and manufacturing plants. The onus would be on a developer to demonstrate that the project will benefit The City prior to granting a variance to the maximum applicable density and applying the Special Employment Area to the Land Use Concept Map through the plan amendment process. In considering a proposal, Council is under no obligation to apply the Special Employment Area and may choose to not support the proposal for transportation related or other reasons at its discretion.

8.6.2 Policies

(1) Composition of Special Employment Area

(a) Subject to the policies of this plan,

(i) light industrial uses, medium industrial uses and office uses that are determined to significantly contribute to economic development in the City by generating a high level of employment shall be the predominant use of land within the Special Employment Area, and

(ii) accessory uses that complement and support the uses under (i) above may also be allowed within the Special Employment Area where determined to be compatible and appropriate.

(b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Special Employment Area.

(2) Development within Special Employment Area

The Special Employment Area shall accommodate development that due to its level of traffic generation would exceed the maximum allowable density applied to the site and cannot, due to existing circumstances, be accommodated through a density transfer among sites within the Business/Industrial Area in accordance with Section 9.2(1).

(3) Application of Special Employment Area

(a) The Special Employment Area shall only be applied to a site where

(i) a land use application has been submitted that identifies the specific project to be developed on the site,

(ii) detailed information is provided that

(A) suitably demonstrates that the project will generate a significant level of employment, and promote economic development,

(B) clearly identifies the transportation impacts of the project,

(C) addresses the timing and staging of the project, and

(iii) a density variance will be granted by Council in accordance with Section 9.2.2(3).

(b) Prior to Land Use approval, the Land Use Concept Map shall be amended to apply the Special Employment Area to the subject site in an exact manner.

9.0 DENSITY POLICIES

9.1 Application of Density

9.1.1 Purpose

The purpose of these policies is to provide for a maximum allowable density within each planning cell. "Density" equates to the maximum vehicle trips per hectare that would be allowed to be generated by a development during the peak pm period. Density will, in turn, be expressed in the form of a development standard such as a floor area ratio (FAR) within the land use district applied to a site. The sub-area transportation modelling exercise has determined that significant network capacity constraints exist, particularly at key intersections along the regional roads bordering the Stoney Industrial Area. These constraints tend to restrict the density of development (vehicle trips per net developable hectare during the peak pm period) within the planning cells.

The approach to be taken to address this situation would involve the following:

- all properties within a planning cell would be able to develop at a consistent and uniform maximum allowable density (i.e., vehicle trips per net developable hectare during the peak pm period) as identified for the cell.
- the density allowed on a site can be increased provided that it can be clearly demonstrated that additional vehicle trips are available within the planning cell and these vehicle trips are equitably distributed among the undesignated properties in the cell.
- at the land use approval stage, the maximum allowable density would, where practical, be translated into a workable development standard (i.e., floor area ratio) and incorporated into the land use district applied to the site.
- a maximum allowable density for industrial uses would be established that ensures a viable level of intensity of development to occur in the area.
- as required, a density analysis would need to be submitted, in conjunction with a transportation study to address the density of a proposed development.

9.1.2 Policies

(1) Establishment of Density

(a) The maximum allowable density on a site in a holding district within a planning cell shall be 15 vehicle trips per net developable hectare during the peak pm period.

(b) Notwithstanding (a), the maximum allowable density on a site in a holding district identified within the Retail Commercial Area and Limited Development Area shall be determined through the submission of a Transportation Study.

(2) Increase in Density

Notwithstanding (1), the maximum allowable density of a site in a holding district may be increased above 15 vehicle trips per net developable hectare during the peak pm period where additional vehicle trips within the planning cell

(i) are justified through an analysis of the transportation network capacity, and

(ii) are evenly and equitably distributed to the sites within a holding districts in the planning cell.

(3) Translation of Density

The maximum allowable density applicable to a site shall be

(i) translated into a development standard, or

(ii) addressed in some other manner as considered necessary,

and

(iii) incorporated into the land use district applied to the site at the Outline Plan/Land Use approval stage.

(4) Level of Density

Where the maximum allowable density for a site is 15 vehicle trips per net developable hectare during the peak pm period, the equivalent development standard for

(i) industrial uses shall be a 0.35 floor area ratio, and

(ii) non-industrial uses shall be determined through a site specific analysis of the proposal.

(5) Analysis of Density

In conjunction with an amendment to the Land Use Concept Map, a land use amendment or a development permit application, a Density Analysis may be required to be submitted in accordance with the requirements of Section 15.3.2.

9.2 Compliance with Density

9.2.1 Purpose

The purpose of these policies is to provide for compliance with the maximum allowable density in effect on a site while providing a means to address density constraints in order to accommodate higher intensity development that is determined to be beneficial and appropriate. This latter objective would be accomplished in two ways: a voluntary transfer of density from one landowner to another; and, a variance to the maximum allowable density to allow for a unique high employment generating project to be approved. A voluntary transfer of density would typically occur where one landowner develops a site at below its maximum allowable density (e.g., church) and then allows for the residual density to be applied to another site to accommodate a development (e.g., office) that exceeds the maximum allowable density. The transfer could occur provided that the aggregate density allowed on the two sites is not exceeded, and the density transfer is enforceable through the land use controls applied to the sites. A variance to the maximum allowable density applied to a site may occur in the case of a development that exceeds its maximum allowable density but the development is considered to be economically beneficial to the City and a density transfer is not possible due to existing circumstances. A decision on the variance would be implemented through the application of the Special Employment Area to a site on the Land Use Concept Map by Council through the plan amendment process in accordance with the policies of Section 8.6.

9.2.2 Policies

(1) Conformity to Density

Subject to (2) and (3) below, an amendment to the Land Use Concept Map, a land use amendment or a development permit application shall not exceed the maximum allowable density for the site as determined in Section 9.1.2.

(2) Transfer of Density

(a) Notwithstanding Policy (1) above, landowners may, on a voluntary basis, transfer density from one site to another provided that the transfer

(i) will result in development on the subject sites that is acceptable and appropriate,

(ii) does not exceed the aggregate maximum allowable density on the subject sites, and

(iii) can be suitable enforced through the land use controls applied to the subject sites.

(b) Where environmental reserve or municipal reserve land is allowed to be dedicated on a voluntary basis in excess of the requirements of the *Municipal Government Act*, the maximum allowable density allocate to that reserve land may be transferred to another site subject to (a)(i) to (iii) above.

(c) Lower intensity institutional, recreational or other uses, (such as golf courses, cemeteries or churches) that allow for a transfer of density to accommodate higher intensity industrial or office uses that promote employment and economic development shall be encouraged and supported within the area.

(3) Variance to Density

(a) Notwithstanding Policy (1) above, where a density transfer to accommodate a use that exceeds the maximum allowable density applicable to the site is not possible due to existing circumstance, a variance to the maximum allowable density may be granted by Council to allow for the approval of the use provided it is determined that

(i) the use will result in significant economic benefits for the City, and

(ii) the economic benefits will more than off-set by any resulting traffic impacts.

(b) A variance shall be implemented by Council through an amendment to the Land Use Concept Map that applies the Special Employment Area to a site in accordance with of Section 8.6.

(c) In considering a request for a variance, Council is under no obligation to grant the request, and may refuse the variance at its discretion for transportation related reasons, or any other reasons determined appropriate.

10.0 RESERVE POLICIES

10.1 Municipal Reserve

10.1.1 Purpose

The purpose of these policies is to provide a basis for making decisions on the dedication of municipal reserve (MR) land within the Stoney Industrial Area. Municipal reserve owing on a parcel of land will need to be addressed at the time of subdivision of the parcel in accordance with the provisions of the Municipal Government Act. This reserve will normally be acquired as money-in-lieu of land except in specific circumstances where the dedication of reserve land for park space is determined to be more appropriate.

10.1.2 Policies

(1) Municipal Reserve Dedication

(a) Subject to (b) below, municipal reserve owing on a parcel of land shall be provided as money-in-lieu of reserve land at the time of subdivision in the entire amount owing on the parcel.

(b) As an alternative to the provision of money-in-lieu of land, municipal reserve owing on a parcel of land may be dedicated in full or in part as reserve land for

(i) regional parks to contribute to the natural open space corridor along Nose Creek in accordance with (3) below, or

(ii) parks that are otherwise determined necessary in a unique situation to meet active or passive recreational needs.

(2) Local Parks

(a) Private parks that are owned and maintained by a business association comprised of the benefiting landowners, shall be encouraged and promoted in order to meet the recreational needs of the local workforce within the Stoney Industrial Area as an alternative to the dedication of municipal reserve land for public parks.

(b) As an alternative to a private park, partnerships between The City and a developer in the dedication of municipal reserve and the provision of innovative public/private park concepts to serve the local workforce may be allowed where determined to be feasible and appropriate.

(3) Regional Parks

(a) Where municipal reserve is owing on a parcel of land adjacent to Nose Creek or a related ravine, wetland or escarpment, that reserve should be provided as land in order to contribute to the natural open space corridor.

(b) Where the ownership pattern allows for the transfer of municipal reserve from a parcel that does not lie adjacent to Nose Creek or a related ravine, wetland or escarpment to a parcel that does, the transfer and dedication of reserve land may be required through the subdivision process where considered necessary to contribute to the natural open space corridor.

(4) Municipal Reserve Analysis

(a) Prior to approval of an Outline Plan/Land Use Amendment application, a developer shall submit a reserve analysis identifying the amount of municipal reserve

(i) owing on the lands that are the subject of the application, and

(ii) to be dedicated as land, paid as money-in-lieu of land or deferred by caveat pending future subdivision.

(5) Voluntary Municipal Reserve Dedication

Municipal reserve may be allowed to be dedicated in excess of the requirements of the Municipal Government Act on a voluntary basis through the subdivision process subject to a site specific evaluation of the proposal by the Subdivision Authority.

(6) Deferral of Municipal Reserve

In accordance with the Municipal Government Act, the Subdivision Authority may register a deferred reserve caveat on a parcel of land owing municipal reserve in order to defer a decision on reserve pending the future subdivision of the parcel provided that the parcel retains its potential for further subdivision.

10.2 Environmental Reserve

10.2.1 Purpose

The purpose of these policies is to provide a basis for making decisions on the dedication of environmental reserve (ER) within the Stoney Industrial Area. The dedication of ER will mainly occur within the Conservation Area as shown on the Land Use Concept Map but may also involve natural wetlands or other environmentally significant features located outside this area. In most cases, an environmentally significant feature will be required to be dedicated as ER land in accordance with the Municipal Government Act. Where this is not possible or feasible, other alternatives for addressing the conservation and protection of the feature will be considered.

10.2.2 Policies

(1) Dedication of Environmental Reserve

Lands within the Conservation Area, or elsewhere within the Stoney Industrial Area, comprising environmentally significant areas that qualify as ER under the Municipal Government Act, should be dedicated as ER through the subdivision process.

(2) Alternative Protection of Environmentally Significant Areas

(a) Where determined practical and feasible, lands within the Conservation Area, or elsewhere within the Stoney Industrial Area, comprising environmentally significant areas that do not qualify as ER under the Municipal Government Act may be protected in their natural state through alternative means as determined appropriate by Council or an Approving Authority including, but not limited to

(i) dedication of the lands as municipal reserve,

(ii) purchase of the lands,

(iii) application of development controls to ensure mandatory protection of the lands, or

(iv) introduction of development incentives to encourage voluntary conservation of the lands.

(b) Development controls and incentives under (iii) and (iv) above may include, but are not limited to

(i) density bonusing systems,

(ii) slope - adaptive design measures,

(iii) building setbacks,

(iv) site grading restrictions, and

(v) enhanced landscaping treatments.

(3) Protection of Natural Wetlands as Environmental Reserve

(a) Subject to a site specific evaluation, a natural wetland that is identified as significant on the Environmentally Sensitive Areas Map (Map 7) contained in Part 2, Background Information, and qualifies as environmental reserve under the Municipal Government Act, should be

(i) dedicated as environmental reserve,

(ii) integrated with the surrounding development,

(iii) engineered to remain viable and sustainable over the longer term, and

(iv) restored as determined necessary.

(b) Notwithstanding (a), any other natural wetland within the Stoney Industrial Area that is not identified as significant on the Environmentally Sensitive Areas Map (Map 7) contained in Part 2, Background information, may also be subject to the provisions of the subsection (a)(i) to (iv) where determined appropriate.

(c) A natural wetland to be dedicated as environmental reserve shall be retained in a natural state except for

(i) the addition of passive recreational amenities such as pathways, benches and viewing areas considered necessary to enhance the public enjoyment of the area,

(ii) naturalized planting or landscaping that restores the wetland and its immediate shoreline, and

(iii) grading or engineering improvements necessary to integrate the area with surrounding development and ensure its sustainability in an urban context.

(d) Where determined to be more practical and appropriate as an alternative to the dedication of environmental reserve to protect a natural wetland in accordance with (a) and (b), the natural wetland may be allowed to be developed and an engineered wetland of an equivalent quality provided in some other location as a compensatory measure.

(e) An Outline Plan/Land Use application that contains a natural wetland shall be circulated to Alberta Public Lands to determine if the wetland qualifies as Crown land.

(4) Grading of Environmental Reserve

(a) Grading or other disturbance of lands to be dedicated as ER shall not be allowed unless

(i) the grading or disturbance is determined essential to facilitate urban development, and

(ii) no other reasonable or workable design alternative to avoid the grading or disturbance exists.

(b) Any grading or other disturbance allowed in accordance with (a) above shall be

(i) minimized insofar as possible,

(ii) integrated with the landform in a compatible and adaptive manner, and

(iii) restored to a natural state by the developer.

(c) Any lands to be dedicated as ER that have been graded or disturbed in the past, may be required to be restored to a natural state by the developer.

(5) Information Requirements for Environmental Reserve

(a) Prior to Outline Plan/Land Use approval, where lands are to be dedicated as ER, the developer shall be required to submit

(i) a field surveyed boundary of any ER lands, with the boundary to be shown on the Outline Plan,

(ii) a hydrological, geotechnical or other study considered necessary to define the nature and extent of any ER lands, including floodway and slope stability boundaries,

(iii) a biophysical impact assessment,

(iv) a preliminary grading plan showing the extent of any grading or disturbance proposed on reserve lands, including grading for roads, pathways and stormwater facilities, and

(v) a landscape concept plan showing the proposed landscape and method of restoration for any reserve lands that have been or are to be graded or disturbed.

(6) Voluntary Dedication of Environmental Reserve

(a) ER may be allowed to be dedicated in excess of the requirements of the Municipal Government Act on a voluntary basis through the subdivision process subject to a site specific evaluation of the proposal by the Subdivision Authority.

(b) Notwithstanding Policy (4), the grading and restoration of ER dedicated in accordance with (a) above shall be addressed on a site specific basis.

(7) Deferral of Environment Reserve

The Subdivision Authority may require a developer to enter into a deferred environmental reserve agreement in order to allow for the dedication of ER in stages in conjunction with the phasing of subdivision.

10.3 Stormwater Facilities on Reserve Land

10.3.1 Purpose

The purpose of these policies is to provide a basis for addressing proposals for stormwater wetlands facilities on reserve land. These policies are intended to augment the already approved policies, standards and guidelines relating to this matter. As such, the policies focus on wet ponds and in particular engineered stormwater wetlands on environmental reserve and the circumstances under which such a proposal will be acceptable.

10.3.2 Policies

(1) Stormwater Ponds on Reserve Land

(a) A stormwater pond shall located on a public utility lot.

(b) Notwithstanding (a), and subject to the applicable policies, guidelines and standards in effect addressing stormwater ponds on reserve land

(i) stormwater detention (dry) pond may be allowed to located on lands dedicated as municipal reserve, and

(ii) an engineered stormwater wetland may be allowed to located on lands dedicated as environmental reserve where the ER

(A) is dedicated on a voluntary basis, or

(B) contains a natural wetland that is required to be engineered to ensure its sustainability in an urban context.

(2) Development of Stormwater Ponds on Reserve Land

(a) Where an engineered stormwater wetland is dedicated as ER, the pond shall be

(i) designed and managed in a satisfactory manner, and

(ii) developed to enhance the wildlife habitat and to provide for recreational opportunities.

(b) Municipal reserve land may be dedicated in conjunction with ER land accommodating an engineered stormwater wetland, where the reserve land is considered necessary to complement the recreational use and wildlife habitant relating to the pond.

(c) Engineered stormwater wetlands dedicated as ER shall be located and configured to enhance and support the natural open space system.

(3) Evaluation of Stormwater Ponds on Reserve

Prior to Outline Plan/Land Use approval, where a stormwater facility is proposed to locate on reserve land, a developer should submit a

(i) stormwater management report,

(ii) conceptual design plan,

(iii) preliminary grading plan,

(iv) restoration/landscape plan,

(v) biophysical impact assessment, and

(vi) such other information determined necessary in order to demonstrate compliance with the established policies, guidelines an standards of The City and the Joint Use Co-ordinating Committee.

11.0 INTERFACE POLICIES

11.1 Interface Treatment

11.1.1 Purpose

The purpose of these policies is to provide for a compatible interface between private development and Nose Creek, entranceway roads and residential areas bordering the Stoney Industrial Area. The policies will apply to any lot adjacent to

- Nose Creek, or a ravine, wetland, escarpment or other environmentally significant feature adjacent to the creek,
- an entranceway road, including Deerfoot Trail, Stoney Trail, Airport Trail, Country Hills Boulevard and 96 Avenue (but excluding Barlow Trail since, this road is already addressed within the approved document entitled "Improving Calgary's Entranceways"), and
- a residential area located within the communities to the west.

The policies are general in nature and have been refined through the more specific Design Guidelines contained within Appendix 1.

11.1.2 Policies

(1) Compatible Interface

Any development adjacent to Nose Creek, an entranceway road or a residential area shall provide for a compatible and appropriate interface treatment through the introduction of such measures as

(i) setbacks that

(A) reduce any adverse visual impact of the development when viewed from public lands, and

(B) provide protection for environmentally significant features,

(ii) yards that

(A) achieve an appropriate separation distance for development, and

(B) accommodate suitable landscaping,

(iii) fencing that

(A) enhances the interface treatment of a site, and

(B) defines the boundary between public and private lands,

(iv) screening that

(A) enhances the appearance of a site, and

(B) minimizes the visual impact of parking, loading and other outdoor activities,

(v) storage areas that

(A) are appropriately located to minimize their visual impact, and

(B) are oriented and designed in a compatible manner,

(vi) landscaping that

(A) compliments the built form, and

(B) provides year-round screening in an effective manner,

(vii) architecture that

(A) reduces the massing of buildings, and

(B) creates visual interest for the public.

(2) Co-ordinated Design

Any development adjacent to the Nose Creek corridor, an entranceway road or a residential area shall present a visually attractive image to the public by co-ordinating the elements of site design and architecture in a suitable and appropriate manner.

11.2 Design Evaluation

11.2.1 Purpose

The purpose of these policies is to provide for a process for reviewing development located adjacent to the Nose Creek corridor, an entranceway road or a residential area. This development will need to be evaluated in the context of the Design Guidelines contained within Appendix 1. The guidelines are to be incorporated into the land use and subdivision controls applied to the site at the Outline Plan/Land Use stage or applied directly through subdivision and development permit approval process. Unlike policies, the guidelines are inherently flexible, and can be varied or revised as determined appropriate provided that it can be demonstrated that the resulting alternative design solution will result in a suitable and compatible interface treatment. Where a variance or revision to a guideline is requested, plans and other supporting information showing the alternative design solution will be required to be submitted.

11.2.2 Policies

(1) Application of Guidelines

The design guidelines contained within Appendix 1 shall apply to any lot located adjacent to

(a) Nose Creek, including ravines, wetlands and escarpments along the creek,

(b) an entranceway road, and

(c) a residential area.

(2) Implementation of Guidelines

(a) As determined appropriate, the Design Guidelines shall be

(i) incorporated into the land use controls or outline plan conditions applied to a site at the Outline Plan/Land Use approval stage, or

(ii) applied directly by the Approving Authority at the development or subdivision approval stage.

(b) The land use controls or outline plan conditions applied to a site in accordance with (a)(i) need not necessarily contain the exact wording as the Design Guideline but may be revised as determined necessary provided that the general intent of the guideline is achieved.

(3) Variance of Guidelines

(a) A Design Guideline may be varied at the Outline Plan/Land Use Approval Stage, or the development permit approval or subdivision approval stage, provided it is determined that the alternative design proposal

(i) represents an equivalent or improved solution, and

(ii) complies with the policies of Section 11.1.2.

(b) A request to vary a Design Guideline shall include the appropriate plans and other supporting information considered necessary to evaluate the alternative design solution.

12.0 TRANSPORTATION POLICIES

12.1 Road Network

12.1.1 Purpose

The purpose of these policies is to provide for a regional and local road network that is functional, safe and efficient. In addition, the road network should minimize the impact on natural features, integrate the various types of development within the area and accommodate public transit. The road network within the Stoney Industrial area consists of regional roads (freeways, expressways, majors), which provide critical links for traffic to and through the area, and internal roads (majors, industrial standard roads), which accommodate local traffic. The general alignment of the regional and internal roads is shown on the Land Use Concept Map.

12.1.2 Policies

(1) Transportation and Utility Corridor

(a) The Transportation and Utility Corridor (TUC) and the Stoney Trail NW alignment shown on the Land Use Concept Map may be subject to refinement by the Province of Alberta.

(b) Any surplus TUC lands should, where possible, be incorporated into the design of the adjacent lands.

(c) No development, including berming, grading or other land disturbance, shall be allowed within the TUC without permission being granted by the Province of Alberta.

(2) Deerfoot Trail

(a) No development, including berming, grading or other land disturbances, shall be allowed within the Deerfoot Trail NE right-of way without permission being granted by the Province of Alberta.

(b) The construction of a right-out egress southbound from 128 Avenue to Deerfoot Trail shall be supported in advance of the construction of the future planned interchange providing southbound egress and northbound access at this location.

(3) Regional Roads

(a) The regional road rights-of-way, and the related interchange areas shall be generally located as shown on the Land Use Concept Map.

(b) The final alignment of major roads including 128 Avenue NE and Barlow Trail NE, and the intersections and interchanges along Airport Trail NE, shall be determined through a Design Study.

(c) Prior to completion of a Design Study, land use or subdivision approval on lands adjacent to 128 Avenue NE, Barlow Trail NE or Airport Road NE shall be withheld where the approval will a potentially compromise the final alignment of these roads.

(4) Internal Roads

(a) The standards of the internal road network shown on the Land Use Concept Map shall be re-evaluated and revised as necessary through the Outline Plan/Land Use approval process without requiring an amendment to the map.

(b) Internal roads that are considered to be minor in nature and do not impact the Conservation Area may be allowed to be approved through the Outline Plan/Land Use without having to be identified on the Land Use Concept Map.

(c) The internal road network should provide for

(i) direct connections to origin and destination points,

(ii) safe and efficient traffic flows, and

(iii) efficient bus transit routing.

(5) Road and Utility Alignments Across or within Conservation Area

(a) Except as shown on the Land Use Concept Map a public road shall not be allowed across or within the Conservation Area.

(b) Where a road is proposed across or within the Conservation Area and the road is not shown on the Land Use Concept Map

(i) an amendment to this map to identify the road within the area shall be required prior to Outline Plan/Land Use approval, and

(ii) the developer shall be required to

(A) provide cross-section and plans showing the impact of the road on the natural feature, and

(B) introduce restoration measures considered necessary to mitigate the impact of the road on the natural feature.

(c) Unless no other reasonable or workable alignment exists, utilities within the Conservation Area shall only be located within a road right-of-way.

(d) A structure across Nose Creek should

(i) incorporate pedestrian walkways and the regional pathway,

(ii) facilitate wildlife movement, and

(iii) be sensitively and compatibly designed in relation to the creek.

(6) Road Alignment Adjacent to Municipal Depot Site

(a) Prior to the approval of an Outline Plan/Land Use application that establishes the alignment of the north/south road adjacent to the Municipal Depot site as shown on the Land Use Concept Map, the location and configuration of the site in relation to the road shall be determined to the satisfaction of the Approving Authority.

(b) In accordance with (a),

(i) a concept plan for the Municipal Depot site and the abutting lands may be required to be submitted, and

(ii) the location of the north/south road and the Municipal Depot site may be adjusted through the Outline Plan/Land Use approval process without requiring an amendment to the Land Use Concept Map.

(7) Road Network Overlay Area

(a) A proposed Outline Plan/Land Use Amendment application and where determined appropriate, a subdivision application or a development permit application, on lands located within the Road Network Overlay Area as shown on the Land Use Concept Map shall

(i) be circulated to the Calgary Airport Authority for review,

(ii) be evaluated in relation to the current transportation planning affecting the area by The City and the Calgary Airport Authority as identified in the Airport Master Plan.

(b) The acquisition of land or rights-of-way for roads or other transportation infrastructure within the Road Network Overlay Area as shown on the Land Use Concept Map shall occur on an opportunity basis through such mechanisms as purchase from the landowner, dedication through the subdivision approval process or expropriation.

12.2 Pedestrian Circulation

12.2.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian circulation within the Stoney Industrial Area by means of regional and local pathways, sidewalks, and other features. Regional pathways are intended to create connections through the area and within corridors such as Nose Creek, the ravines and the powerline right-of-way. Local pathways, sidewalks and walkways, should combine to form an interconnected system throughout the area that is pedestrian and transit supportive.

12.2.2 Policies

(1) Regional Pathways

(a) The regional pathway should

(i) generally be aligned as shown on the Land Use Concept Map, and

(ii) wherever possible, be located within reserve land.

(b) Where the regional pathway cannot be located within reserve land, it may locate within a road right-of-way in the form of a pathway constructed in place of a sidewalk.

(c) In order to minimize any adverse impact of the regional pathway on a natural feature within the Conservation Area, the pathway may be required to

(i) locate on reserve land along the top-of-bank on either or both sides of the feature, or

(ii) incorporate measures such as bridges and retaining walls in its design where located within the feature.

(2) Local Pathways, Sidewalks and Walkways

(a) The alignment of local pathways, sidewalks and walkways should be determined at the Outline Plan/Land Use Amendment stage.

(b) Local pathways, sidewalks and walkways should be located to

(i) accommodate short, convenient and direct pedestrian connections to reserve land, the regional pathway system and transit bus stops, and

(ii) promote walking, cycling and transit use, and

(iii) create direct and efficient pedestrian routes with commercial, office and other higher intensity development areas.

(c) Pathways and trails should be provided within the Conservation Area in accordance with the Pathway and Trails Map (Map __) contained within Part 2, Background Information.

(d) Whenever possible, road standards that incorporate sidewalks on both sides of the road shall be provided on roads accommodating potential public transit routes.

12.3 Public Transit

12.3.1 Purpose

The purpose of these policies is to provide for direct, convenient and efficient transit service for the Stoney Industrial Area. Since the road network is a strong determinant of transit use, the design of the road network should provide for direct transit routing throughout the area and should converge on the business and commercial centres in order to create a transit focus within these areas. Transit service plans for the Stoney Industrial area include the development of express bus routes to the city centre via Deerfoot Trail NE. Currently, Light Rail Transit (LRT) is not planned to be routed through or into the Stoney Industrial Area.

12.3.2 Policies

(1) Transit Catchment Areas

Transit catchment area requirements should be achieved, in order of priority, through the provision of

(a) direct roadway connections, or

(b) walkways or transit stops that are situated to improve transit coverage.

(2) Transit Stop Distribution

Transit stops should be located to

(i) minimize walking distances,

(ii) serve higher density commercial and business-related development, and

(iii) accommodate direct and convenient transit service.

(3) Transit Routes

The transit routes should

(i) be identified at the Outline Plan/Land use approval stage, and

(ii) provide direct service to commercial and higher density business-related development.

(4) Transit Shelters

Transit shelters should be located at transit stops, particularly at those stops serving commercial and higher intensity business-related development.

(5) Transit Centres

A transit park-n-ride area should be provided

(i) in conjunction with the Retail Commercial Area located east of Deerfoot Trail as shown on the Land Use Concept Map, and

(ii) in any other locations determined appropriate.

(6) Transit Connections

(a) A "bus only" transit and pedestrian connection between Cell A and the adjacent residential community to the west may be accommodated within the existing right-of-way created for this purpose.

(b) A public roadway accommodating vehicular traffic between Cell A and the adjacent residential community to the west shall not be allowed.

13.0 SERVICING POLICIES

13.1 Utility Services

13.1.1 Purpose

The purpose of these policies is to provide for a suitable level of utility servicing within the Stoney Industrial Area. Any development within the area will need to be fully-serviced with piped municipal utilities (water, sanitary sewer and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities will need to be constructed in sequence as development proceeds, and rights-of-way and easements will need to be acquired to accommodate the extension of utility services through a site. Utility alignments will be identified at the Outline Plan/Land Use approval stage. Limited-serviced subdivisions will not be allowed within the Stoney Industrial Area. Limited-serviced development will only be allowed where the use is temporary or transitional in nature.

13.1.2 Policies

(1) Municipal Utilities

(a) Development within the Stoney Industrial Area shall be serviced with municipally piped water, sanitary sewer and stormwater utilities.

(b) The alignment and capacity of water distribution and feeder mains, sanitary sewer trunks and mains and storm sewer trunks and mains should be to the satisfaction of The City.

(c) Utility rights-of-way and easements shall be required to accommodate municipal utilities within a site as determined necessary.

(2) Shallow Utilities

(a) Development within the Stoney Industrial area shall be serviced with shallow utilities.

(b) The location of shallow utilities and the provision of related line assignments, easements and rights-of-way, should be addressed to the satisfaction of the utility companies.

(c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities within a site as determined necessary.

(3) Utility Alignments

(a) Prior to Outline Plan/Land Use approval, a developer shall submit studies and information determined necessary to identify the location and alignment requirements for municipal utilities within a site.

(b) A developer may be required to provide, or enter into an agreement to provide when required, utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through a site in advance of development to allow for the servicing of an adjacent site.

(4) Limited-Serviced Subdivision

(a) The subdivision of land to create unserviced or limited-serviced parcels shall not be allowed within the Stoney Industrial Area on the basis that the subdivision will tend to prematurely fragment the land base, rendering resubdivision, redevelopment or retrofitting of municipal services more difficult in the future due to the inherent ownership, financial and development constraints created.

(b) Notwithstanding (a), the subdivision of land to create unserviced or limited serviced parcels may be allowed in select circumstances only where it is determined that the subdivision will

(i) be agricultural-related or necessary to resolve a unique ownership issue, and

(ii) not compromise the eventual transition of the site to a fully-serviced subdivision.

13.2 Water Distribution

13.2.1 Purpose

The purpose of these policies is to provide for a suitably designed water distribution system to serve development within the Stoney Industrial Area. The area encompasses two water pressure zones: The North Hill Water Reserve Zone and the Greenview Water Pressure Zone. Water feeder mains are aligned along 96 Avenue and the CPR rail line on the west side of the area and will be located along Country Hills Boulevard and 128 Avenue. Development within the area will need to connect to those feeder mains in response to the rate and direction of development. Pressure reduction valves may be required for lower lands along Nose Creek.

13.2.2 Policies

(1) Design of Water Distribution System

The water distribution system for the Stoney Industrial Area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Impact of Water Distribution System

Insofar as possible, the water distribution system should be aligned to minimize its impact on natural features within the Conservation Area.

13.3 Sanitary Sewers

13.3.1 Purpose

The purpose of these policies is to provide for a suitably designed sanitary sewer system to service the Stoney Industrial Area. The existing Nose Creek Sanitary Sewer Trunk extends along the CPR Railline, 96 Avenue and 128 Avenue. Lands within this area will be serviced by a gravity system connecting to this trunk. East of Deerfoot Trail NE, the sewer system will extend along 128 Avenue. The lower lands east of Deerfoot Trail NE will be likely require lift stations as part of the sewer servicing system.

13.3.2 Policies

(1) Design of Sanitary Sewer System

The sanitary sewage system for the Stoney Industrial Area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Impact of Sanitary Sewer System

Insofar as possible, the sanitary sewage system shall be aligned to minimize its impact on natural features within the Conservation Area.

13.4 Stormwater Management

13.4.1 Purpose

The purpose of these policies is to provide for the development of a suitable and efficient stormwater management system to serve development within the Stoney Industrial Area. A Master Drainage Plan has been prepared for the area that proposes an extensive network of stormwater facilities to manage storm drainage and direct it into Nose Creek. The developer will be required to construct the stormwater facilities in accordance with established standards, and the location, size and configuration of these facilities will be determined at the Outline Plan/Land Use approval stage. Stormwater run-off is to be restricted to the rates set by the Nose Creek Drainage Study and stormwater quality entering the creek will need to be improved to meet the standards set by Alberta Environmental Protection.

13.4.2 Policies

(1) Design of Stormwater Management System

The Stormwater Management System for the Stoney Industrial Area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Location of Stormwater Management Facilities

(a) Stormwater facilities shall be generally located as shown on the Stormwater Servicing Map (Map 14), Background Information, with the location subject to refinement at the Outline Plan/Land Use approval stage through the submission of a Stormwater Management Study.

(b) Where a stormwater facility is required to serve a catchment area under multiple landownership, the various landowners involved shall be encouraged to co-operate in the location, design, timing and financing of the facility with the resolution of these matters to be to the satisfaction of the Approving Authority.

(c) Where the landowners cannot reach a consensus on those matters identified under (b) above, the Approving Authority shall impose a solution prior to Outline Plan/Land Use approval within the stormwater catchment area.

(d) Where, due to the landownership pattern, the construction of a stormwater facility necessary to serve a stormwater catchment area will be delayed, an interim stormwater management solution shall be introduced as a requirement of Outline Plan/Land Use approval within the stormwater catchment area.

(3) Best Management Practices for Stormwater Management

(a) As part of the preparation of a Stormwater Management Plan, "Best Management Practices" and alternatives for stormwater quality and quantity enhancement shall be assessed with regard to the following:

(i) developing stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions, and

(ii) introducing naturalized methods, such as natural wetlands, to mitigate the effects of stormwater run-off on Nose Creek as opposed to hard engineering measures.

(b) The stormwater management system shall introduce mitigation measures where determined appropriate to address the potential impact on water quality on existing wetlands and Nose Creek.

(4) Consultation on Stormwater Management

At the Outline Plan/Land Use approval stage, Provincial Departments, and other agencies and groups such as the River Valleys Committee shall be consulted as determined appropriate concerning the proposed stormwater management system.

14.0 GROWTH MANAGEMENT POLICIES

14.1 Staging of Growth

14.1.1 Purpose

The purpose of these policies is to ensure that urban growth within the Stoney Industrial Area proceeds in an efficient and economical manner through the Outline Plan/Land Use approval process. An Outline/Plan Use application will need to comprise a logical development and servicing area, and any utility and transportation infrastructure issues will need to be resolved prior to approval of the application. Where servicing or transportation capacity constraints arise due to the timing of municipal infrastructure construction, development may need to be staged in response to these constraints.

14.1.2 Policies

(1) Logical Planning and Servicing Area

An Outline Plan/Land Use application shall

(i) comprise a logical and feasible planning and servicing area, and

(ii) provide for an efficient and economical pattern of development.

(2) Evaluation of Outline/Land Use Application

In evaluating an Outline Plan/Land Use application in terms of its compliance with (1) above, the following factors shall be considered:

(i) the ability to identify the future utility infrastructure improvements and resolve any related municipal financing responsibilities for these improvements in a satisfactory manner for the site,

(ii) the ability to identify the future on-site and downstream transportation infrastructure improvements, and resolve the municipal financial responsibilities for these improvements in a satisfactory manner for the site, and

(iii) the continuity of the site to the existing and emerging pattern of urban growth in the area.

(3) Staging of Land Use Approval

(a) Where it is determined that land use approval needs to be staged in conjunction with the timing and capacity of required transportation network infrastructure improvements, such staging shall occur in a logical and contiguous within a planning cell manner outward from these infrastructure improvements, with those areas closer to the improvements given higher priority to receive land use approval.

(b) Notwithstanding (a), where special landownership, financial or development factors exist, land use approval may be allowed to occur in a non-sequential manner within a planning cell.

14.2 Financing of Growth

14.2.1 Purpose

The purpose of these policies is to address the timing (rate) of urban growth as determined through the land use approval process in relation to the financing of the roadway and utility infrastructure improvements necessary to serve such growth. Infrastructure improvements would be funded by The City and the developer. A developer's requirements to finance infrastructure improvements would normally be addressed through the Standard Development Agreement or, in select circumstances, a special development agreement. The City's financing requirements for infrastructure improvements are subject to the municipal budgeting process.

14.2.2 Policies

(1) Financing of Development

Unless otherwise provided for through a policy within this plan, any expenditure for facilities or improvements proposed within the plan shall be funded in accordance with the standard practice for land development in effect at the time the facilities or improvements are being considered.

(2) Financing by The City

(a) Any public expenditures for improvements or municipal programs proposed within this plan to be funded by The City shall be

(i) subject to The City's capital budgeting priorities and approval process, and

(ii) evaluated in relation to the needs of other areas and city-wide spending priorities.

(3) Financing by Developer

(a) A developer, as and when subdivision and development proceeds on a parcel of land, and in accordance with the Standard Development Agreement in place at the time, shall pay an appropriate share of the costs of infrastructure required to service a site.

(b) Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, an endeavour to assist from the benefiting developer will be provided for in accordance with the Standard Development Agreement.

(c) Where a developer finances the cost of extending infrastructure that would normally be financed by The City, The City shall enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of cost-recovery to the developer.

(d) Each developer shall pay applicable acreage assessments.

14.3 Co-ordination of Growth

14.3.1 Purpose

The purpose of these policies is to provide for co-ordination between the land use approval process and the budgeting process for publicly-financed utility and transportation infrastructure necessary to service growth within the Stoney Industrial Area. The policies identify the basic options that Council may exercise where co-ordination issues arise. These options would typically need to be exercised at the land use approval stage.

14.3.2 Policies

(1) Co-ordination of Land Use Approval and Budgeting Priorities

The land use approval process and the budgeting process for municipally or provincially-financed utility and transportation infrastructure improvements shall be co-ordinated in a manner satisfactory to Council.

(2) Co-ordination Options

Prior to land use approval, where major on-site or off-site transportation and utility infrastructure improvements are required to be financed by The City or the Province to serve the proposed development,

(i) a commitment from The City or the Province to undertake the financing of the infrastructure improvements shall be received, or

(ii) the matter shall be addressed in some other manner satisfactory to Council, including but not restricted to,

(A) entering into a special agreement with the developer that addresses funding requirements for infrastructure improvements,

(B) granting land use approval to enable development to proceed and realigning budgetary priorities accordingly,

(C) granting land use approval to enable development to proceed and continuing to monitor the situation in relation to budgeting priorities, or

(D) withholding land use approval or otherwise placing limitations on development until such time as the funding for the required infrastructure improvements is resolved.

14.4 Decisions on Growth

14.4.1 Purpose

The purpose of these policies is to provide a decision-making process to resolve any growth management issues in advance of an Outline Plan/Land Use application proceeding to the Calgary Planning Commission or Council. The process will involve identifying issues at the pre-application stage and, if necessary, referring these issues to the Growth Management Steering Committee. The intent of the process is to address fundamental infrastructure financing issues early on the process recognizing that such issues may significantly affect a decision on an Outline Plan/Land Use application.

14.4.2 Policies

(1) Resolution of Growth Management Issues

(a) Prior to submission of an Outline Plan/Land Use application, a developer should meet with the Administration to review the proposal with respect to its conformity with policies of this section.

(b) Where issues are identified through the Outline Plan/Land Use approval process, concerning the policies contained in this section, a developer should be encouraged and given the opportunity to address and resolve those issues at the pre-application stage recognizing that such issues may be fundamental to the support and approval of an application.

(2) Growth Management Steering Committee

Where determined necessary, a pending or outstanding Outline Plan/Land Use application that presents issues relative to the funding of municipal capital projects necessary to support or generated by the proposal, the application may be referred to the Growth Management Steering Committee for a recommendation.

(3) Calgary Planning Commission

A recommendation from the Growth Management Steering Committee may, in turn, be referred through a report prepared by the Administration to Calgary Planning Commission for direction, in advance of a decision on the Outline Plan/Land Use application.

15.0 PLANNING REVIEW POLICIES

15.1 Outline Plan/Land Use Review

15.1.1 Purpose

The purpose of these policies is to require the submission of supporting information by a developer in order to assist Council, the subdivision authority and the development authority in evaluating a proposal in terms of its conformity with this plan. While the implementation of the plan will be achieved through a variety of planning initiatives (subdivision plan, development permits, road closures, development agreements, etc.), the principle means of implementation will occur through the Outline Plan/Land Use approval process. As such, comprehensive land use, servicing and transportation studies and analysis may be requested in conjunction with the Outline Plan/Land Use application.

15.1.2 Policies

(1) Comprehensive Studies

(a) Prior to Outline Plan/Land Use approval, supporting information, above the normal application requirements, may be required to be submitted in order to assist Council and Calgary Planning Commission in a evaluating a proposal in terms of its conformity with this plan.

(b) When the required supporting information is not provided by a developer in a satisfactory manner, the Outline Plan/Land Use application shall not be approved.

(2) Concept Plans

(a) Prior to Outline Plan/Land Use approval as determined necessary, a concept plan may be required to be submitted in order to assist Council or Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Community Plan.

(b) Where a concept plan is required either through a policy in this plan, or as part of the Outline Plan/Land Use review process, the plan should show conceptually the proposed

(i) land use areas,

(ii) building locations,

(iii) vehicular access/egress routes,

(iv) parking areas,

(v) public roads,

(vi) transit stops,

(vii) pedestrian connections,

(viii) regional pathways,

(ix) public parks,

(x) stormwater ponds, and

(xi) adjacent roads and development.

(c) The above requirements may be relaxed or modified as determined necessary in response to a specific proposal.

(d) Where a concept plan is required and is not provided in a satisfactory manner, the Outline Plan/Land Use Amendment shall not be approved.

15.2 Transportation Review

15.2.1 Purpose

The purpose of these policies is to provide for the submission of a Transportation Impact Study to address the network improvements required to serve a proposed development. The study would be required to be submitted in conjunction with an Outline Plan/Land Use application and updated at the subdivision approval stage or development permit approval stage as required. The study will need to address both the local and regional road network improvements required to serve the subject site and the entire cell.

15.2.2 Policies

(1) Transportation Impact Study

(a) Unless determined otherwise, in conjunction with an Outline Plan/ Land Use application within a planning cell, or an equivalent area determined suitable for analysis, a Transportation Impact Study shall be submitted.

(b) The Transportation Impact Study shall address

(i) the local road network within the cell including

(A) the design, timing and financing of the on-site road improvements necessary to serve the subject site, and

(B) the design, timing and financing of the internal road improvements necessary to serve the planning cell within which the site is located,

and

(ii) the regional road network adjacent to the cell including the capacity of major roads, expressways and freeways in relation to the intensity of development of the cell, and

(iii) the coordination of staging of development with the timing of construction and capacity of the transportation improvements required to serve the site and the planning cell.

(2) Update of Transportation Impact Study

The Transportation Impact Study may be required to be updated and resubmitted with a subsequent subdivision application or development permit application within the Outline Plan/Land Use application area.

15.3 Density Review

15.3.1 Purpose

The purpose of these policies is to provide for the submission of appropriate density information in order to allow for the evaluation of a proposed in accordance with Section 9.0, Density Policies. This information will take the form of a Density Analysis submitted in conjunction with a Transportation Study. Typically, where a proposal is consistent in all respects to the maximum allowable density (i.e., vehicle trips per hectare during the peak pm period) allocated to the subject site, a Density Analysis will not be required. However, where a proposal includes an amendment to the Land Use Concept Map, a transfer of density among different sites, or a variance to the maximum allowable density applicable to the site, a density analysis will be required as part of the evaluation process

15.3.2 Policies

(1) Density Analysis

A Density Analysis should be submitted to assist in the evaluation of a proposal as part of a transportation impact study, and in conjunction with

(i) an amendment to the Land Use Concept Map to apply the Service Commercial Area, Retail Commercial Area or Special Employment Area to a site, or

(ii) an Outline Plan/Land Use Amendment application or Development Permit application involving

(A) a transfer of density among sites, or

(B) a variance to the maximum allowable density applicable to a site, or

(iii) in any other situation determined appropriate.

(2) Requirements of Density Analysis

A Density Analysis shall address

(i) the required maximum density necessary to support the proposal,

(ii) the method of acquiring the density to support the proposal,

(iii) the rational for the density allocation, transfer or variance, as the case may be,

(iv) the consistency of the proposal with the applicable provisions of Section 9.0, Density Policies.

15.4 Market Review

15.4.1 Purpose

The purpose of these policies is to provide for the analysis of a commercial proposal from a market perspective. The analysis will be required in conjunction with an Outline Plan/Land Use application to assist in evaluating the merits of the commercial proposal and the potential positive or detrimental impacts the project may have on the retail hierarchy in the north sector of the City. The analysis will take the form of a market demand and impact study submitted by a professional market analyst.

15.4.2 Policies

(1) Planned Function of Commercial Development

(a) A proposed commercial development shall complement and support the existing and planned retail hierarchy within the north sector of the City.

(b) Further to (a), a proposed commercial development shall be analysed in terms of the

(i) market demand for additional commercial development needed to serve the Stoney Industrial Area and the north sector of the City, and

(ii) market impact on existing or planned commercial development within the Stoney Industrial Area and the north sector of the City.

(2) Submission of Market Demand and Impact Analysis

(a) Prior to Outline Plan/Land Use approval, a developer shall submit a market demand analysis and a market impact analysis to demonstrate compliance with (1) above.

(b) Notwithstanding (a), a market demand analysis and market impact analysis may not be required where a proposed commercial development is not considered to be significant due to its location, size or function.

(c) A market demand analysis and market impact analysis shall be prepared by a professional market analyst in accordance with any guidelines or requirements established by Council or an Approving Authority.

(3) Review of Market Demand and Impact Analysis

A market demand analysis or a market impact analysis may be required to be evaluated by an independent consultant as part of the review process with the cost of this evaluation to be borne by the developer.

15.5 Development Impact Review

15.5.1 Purpose

The purpose of these policies is to provide for appropriate and compatible development within the Stoney Industrial Area. The policies establish compatibility criteria that development should achieve and a review process that development should undergo. The review process may require the submission of a development impact statement at either the land use approval or development permit approval stages, and the corresponding imposition of mitigation measures to address any impacts where determined appropriate.

15.5.2 Policies

(1) Development Impact

A proposed development shall not cause or create conditions which may be objectionable or dangerous beyond the boundaries of the site.

(2) Development Impact Statement

In conjunction with an Outline Plan/Land Use application or a development permit application, Council or an Approving Authority may require a developer to submit a Development Impact Statement to identify and evaluate the impact of the proposal and demonstrate compliance with Policy (1).

(3) Mitigative Measures

Mitigative measures may be required to be introduced as part of the approval of a proposed Outline Plan/Land Use application, in order to ensure compliance with Policy (1).

15.6 Environmental Review

15.6.1 Purpose

The purpose of these policies is to provide for the evaluation of the impact of an Outline Plan/Land Use application within the Stoney Industrial Area from an environmental perspective. This evaluation will involve circulation of a proposal to the appropriate external agencies for review and comment; and, the submission of the appropriate environmental, biophysical, archeological and grading information necessary to undertake this review.

15.6.2 Policies

(1) Environmental Site Assessment (ESA)

(a) Prior to Outline Plan/Land Use approval, a developer should

(i) submit a Phase 1 Environmental Site Assessment for the subject site, and

(ii) if identified as necessary through the Phase 1 Environmental Site Assessment, submit a Phase 2 or Phase 3 Environmental Site Assessment for the subject site.

(b) An ESA shall be prepared by a qualified consultant and circulated to the appropriate provincial agencies for review.

(c) Where required, a developer shall undertake those mitigative measures for the subject site identified by the ESA.

(2) Biophysical Impact Assessment (BIA)

(a) Prior to Outline Plan/Land Use approval, where the proposal may impact Nose Creek or another environmentally significant area, the developer shall submit a Biophysical Impact Assessment prepared by a qualified consultant to evaluate the impact and identify any mitigative measures to be introduced.

(b) Where required, the developer shall undertake those mitigative measures for the subject site identified in the Biophysical Impact Assessment.

(3) Historical Resources Impact Assessment (HRIA)

(a) Prior to Outline Plan/Land Use approval,

(i) submit a Stage 1 Historical Resources Impact Assessment for the subject site, and

(ii) if identified as necessary though the Stage 1 Historical Resources Impact Assessment, submit a Stage 2 HRIA.

(b) Where required, the developer shall undertake the protection or mitigation measures for the subject site identified in the Archeological Site Assessment.

(4) Site Grading Plan

(a) A Site Grading Plan should not be approved in proximity to Nose Creek or a natural wetland until such time as an Outline Plan/ Land Use application for the site has been approved.

(b) Where grading occurs in proximity to Nose Creek or a natural wetland

(i) detailed information showing the extend and impact of the grading on the creek or wetland shall be provided, and

(ii) mechanisms such as siltation fences and traps may be required to minimize the amount of silt and debris entering the creek or wetland.

15.7 Financial Review

15.7.1 Purpose

The purpose of these policies is to ensure that major infrastructure improvements required to serve development within the Stoney Industrial Area are identified prior to Outline Plan/Land Use approval. This infrastructure would include both on-site and off-site roadway and utility improvements. It is intended that the information would form part of the decision-making process on an Outline Plan/ Land Use proposal.

15.7.2 Policies

(1) Infrastructure Improvement Analysis

As part of an Outline Plan/Land Use application, a developer shall identify

(i) the major on-site transportation and utility infrastructure improvements necessary to serve the subject site,

(ii) the financing obligations for these improvements,

(iii) the anticipated timing of construction of the improvements relative to projected land absorption rates,

(iv) the development thresholds or timing of any provincially or municipally-financed infrastructure improvements,

(v) as determined appropriate, the timing of any downstream transportation infrastructure improvements.

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

The Administration shall identify the budgeting priorities of The City and the Province in relation to any major provincially or municipally-financed transportation or utility infrastructure improvements necessary to serve the subject site identified under policy (1).

(3) Report to Council

The report to Council accompanying a Land Use Amendment application should address the proposal in the context of policy (1) and (2).

15.8 Servicing Review

15.8.1 Purpose

The purpose of these policies is to provide for the submission of servicing studies considered necessary to evaluate a proposal. This information would relate to municipal utilities including the water distribution system, the sanitary sewage system and the stormwater management system. The various servicing studies would be required at the Outline Plan/Land Use approval stage.

15.8.2 Policies

(1) Water Distribution System

In conjunction with an Outline Plan/Land Use Amendment application, a water distribution analysis shall be submitted to demonstrate that the subject site development can be serviced in accordance with the overall design of the water distribution system for the area.

(2) Sanitary Sewage System

In conjunction with an Outline Plan/Land Use Amendment application, a sanitary sewer servicing analysis shall be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewage system for the area.

(3) Stormwater Management System

In conjunction with an Outline Plan/Land Use Amendment application, a Stormwater Management Plan, consistent with the Master Drainage Plan as approved by The City and the Province, shall be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the stormwater management system for the area.

15.9 Design Review

15.9.1 Purpose

The purpose of these policies is to provide for a suitable and compatible site and building design within the Stoney Industrial Area. This design may be reviewed at either the land use approval stage (in the case of a proposed site specific redesignation) or the development permit approval stage. In either case, a developer will be required to provide plans and other supporting information to demonstrate that the layout of the site and the architecture of the buildings is acceptable.

15.9.2 Policies

(1) Site Design

The design, layout and relationship of a site shall be compatible, functional and appropriate.

(2) Building Design

The design, character and appearance of a building shall be compatible and visually attractive.

(3) Design Analysis

In conjunction with

(i) an Outline Plan/Land Use application to accommodate a specific development on a site, or

(ii) a development permit application,

plans and supporting information, including, if required, architectural renderings and building elevations, should be submitted as determined appropriate in order to demonstrate compliance with (1) and (2) above.

15.10 Transit Review

15.10.1 Purpose

The purpose of these policies is to provide for a transit impact analysis to co-ordinate the design of a project with the public transit service for the area. The transit impact analysis will be need to address the transit routing options and coverage in relation to a site, the pedestrian connections to transit stops from the site and any enhanced transit service facilities to be provided. The analysis would be submitted as part of an Outline Plan/Land Use application.

15.10.2 Policies

(1) Transit Service Coordination

In conjunction with an Outline Plan/Land Use Amendment application, a transit impact analysis shall be submitted to evaluate the level of co-ordination between public transit service and the proposed development.

(2) Transit Impact Analysis

A transit impact analysis shall address

(i) proposed and existing public transit routes, and transit stops in relation to the site,

(ii) transit coverage areas and walking distances in relation to parcels or building locations,

(iii) pedestrian connections from the site to transit stops,

(iv) any enhanced transit facilities to be included in the development, and

(v) any other matters determined necessary to achieve the long term co-ordination with public transit service in the area.

15.11 Pedestrian Circulation Review

15.11.1 Purpose

The purpose of these policies is to provide for convenient, direct and accessible pedestrian and bicycle routes throughout the Stoney Industrial Area including the Nose Creek corridor. In this regard, a pedestrian/bicycle routing plan will need to be provided as part of an Outline Plan/Land Use application. This plan will need to identify both regional and local pedestrian routes in relation to the site as well as the connections to the regional pathway system, transit stops and local service commercial facilities.

15.11.2 Policies

(1) Pedestrian/Bicycle Routing Efficiency

In conjunction with an Outline Plan/Land Use Amendment application a pedestrian/bicycle routing plan should be submitted to demonstrate that a co-ordinated, direct and efficient routing network is provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding area.

(2) Pedestrian/Bicycle Routing Plan

A Pedestrian/Bicycle Routing Plan shall address

(i) the regional pathway system in relation to the site,

(ii) the local pathway system (trails, sidewalks, walkways) in relation to the site,

(iii) the connections from the site to the Nose Creek corridor, transit stops, local service commercial sites and other amenities within the area, and

(iv) any enhanced pedestrian or bicycle facilities to be provided on the site.

16.0 IMPLEMENTATION POLICIES

16.1 Approval Process

16.1.1 Purpose

The purpose of these policies is to provide for the implementation of this plan. The principle means of implementation will occur through an Outline Plan/Land Use amendment application. Under this process, lands are retained within a holding district that will allow the development of only low intensity agricultural uses. Once it is determined appropriate for urban growth to proceed, lands will be redesignated to the applicable industrial, commercial, recreational or other districts by Council. Prior to redesignation, an Outline Plan will need to be approved in order to resolve any design, servicing and transportation issues.

16.1.2 Policies

(1) Land Use Approval

(a) The timing, direction and extent of urban growth within the Stoney Industrial Area shall be determined primarily through the Land Use approval process, which establishes the land use pattern for a site and enables subdivision and development of the land to proceed.

(b) Until it is determined appropriate by Council for urban level subdivision and development to proceed, lands shall be retained within a "holding district", such as the Urban Reserve District, or a comparable district.

(2) Outline Plan Approval

Except in unique circumstances, where the future subdivision of a site is intended, land use approval under Policy (1) above shall not be given unless an outline plan for the site is first approved by Calgary Planning Commission.

(3) Transitional Development

(a) Prior to Outline Plan/Land Use approval on a site, transitional uses that do not compromise future subdivision or development of the site may be allowed.

(b) Transitional uses may include, but are not limited to

(i) extensive agricultural uses, and

(ii) resource extraction uses.

(c) Resource extraction uses, including aggregate extraction and processing, shall be encouraged and supported as a primary transitional use of land prior to urban land development proceeding on a site.

(4) Temporary Uses

(a) Prior to committing to the final urban development on a site through the Outline Plan/Land Use approval process, a temporary use may be allowed provided that the use does not compromise the future development or subdivision of the site.

(b) A temporary use should be subject to a time limit and renewal process imposed through the development permit process.

16.2 Compliance with Applicable Legislation

16.2.1 Purpose

The purpose of these policies is to ensure that Outline Plan/Land Use, subdivision and development permit applications within the Stoney Industrial Area are reviewed in terms of conformity with the applicable Federal and Provincial regulations and, Municipal bylaws, particularly as they relate to the Calgary International Airport. The Calgary International Airport Vicinity Protection Area (AVPA) Regulation identifies land uses that are restricted within the various Noise Exposure Forecast (NEF) contours that surround the airport. In addition, the Regulation places restrictions on development permit applications that might result in the accumulation of materials attractive to birds and, in turn, pose a danger to aircrafts. The restrictions could have a bearing on the feasibility of constructing stormwater retention (wet) ponds in certain areas. The Federal Airport Zoning Regulations prescribe height restrictions along the various approaches to the airport. They also regulate radio transmissions and anything else that may interfere with the landing or navigation systems of aircraft. These matters require Transport Canada approval. Applications within the Stoney Industrial Area will be circulated to the Calgary Airport Authority. The Authority would then review and respond to the proposal in the context of the Provincial legislation or forward the proposal to Transport Canada where a Federal regulation applies.

16.2.2 Policies

(1) Compliance with Other Legislation and Bylaws

Nothing in this plan shall be construed to allow a planning approval to be granted on a site that does not comply with applicable Federal or Provincial Legislation, or municipal bylaws, in effect.

(2) Airport Vicinity Special Regulations

Outline Plan/Land Use applications, subdivision applications and development permit applications within the Stoney Industrial Area shall be subject to the

(a) Calgary International Airport Vicinity Protection Area Regulation, and

(b) Calgary International Airport Zoning Regulation.

(3) Airport Review

An Outline Plan/Land Use application and, where determined necessary, a subdivision application or development permit application, shall be referred for review and comment to

(a) the Calgary Airport Authority, and

(b) if determined appropriate, Transport Canada.

(4) Supporting Information

As Outline Plan/Land Use application and, if determined necessary, a subdivision or development permit application shall include information submitted by a developer addressing the conformity of the proposal to the Regulations identified under (2) above.

16.3 Previous Planning Approvals

16.3.1 Purpose

The purpose of these policies is to recognize planning decisions that have occurred within the Stoney Industrial Area prior to the approval of this plan. These decisions involve land use, subdivision and development approvals on lands throughout the area. The applicable provisions of the Municipal Government Act will apply to these approvals. In addition, some discretion in the application of the policies will be allowed to be exercised in the case of an inconsistency with the Land Use Concept Map.

16.3.2 Policies

(1) Status of Previous Approvals

(a) Where a planning approval has been granted on a site prior to the adoption of this plan, that approval shall

(i) remain in effect notwithstanding the policies of the plan, and

(ii) be governed by the appropriate provision of the Municipal Government Act.

(b) Any further land use, subdivision or development permit application affecting the site submitted subsequent to the adoption of the plan, shall be evaluated in accordance with its compliance to the policies of the plan.

(2) Application of Land Use Concept Map

Where a land use district has been applied to a site prior to approval of this plan, other than the Urban Reserve District, and a permitted or discretionary use contained within the district is not consistent with the policies of the Land Use Area in which it is located as shown on the Land Use Concept Map, a subdivision or development permit application to accommodate the use

(i) shall be evaluated in accordance with the policies of the plan, and

(ii) where determined to be compatible and appropriate, may be approved without requiring an amendment to the Land Use Concept Map.

16.4 Intermunicipal Referral

16.4.1 Purpose

The purpose of these policies is to provide for the circulation and evaluation of Outline Plan/Land Use Amendment applications by the Municipal District of Rocky View in relation to the provisions of the Intermunicipal Development Plan. This plan, approved by the Councils of the Municipal District and The City, identifies an area of mutual interest within both municipalities and establishes policies and processes for dealing with issues that may arise within the area. This area currently extends into the northerly portion of the Stoney Industrial Area.

16.4.2 Policies

(1) Intermunicipal Review

(a) An Outline Plan/Land Use Amendment application comprising any lands within the Intermunicipal Development Plan area, and a subdivision application and development permit application as referenced in the plan, shall be referred to the Municipal District of Rocky View for review and evaluation in relation to the policies of the Intermunicipal Development Plan.

(b) The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Rocky View shall occur in accordance with the provisions of the Intermunicipal Development Plan.

17.0 INTERPRETATION

17.1 General Definitions

The following general definitions shall apply:

(1) **Adjacent** means a parcel of land that is contiguous with Nose Creek, or an escarpment, ravine, or wetland along the creek, entranceway road or a residential area and includes a parcel that would be contiguous if not for a service road or reserve land.

(2) **Approving Authority** means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be;

(3) **Calgary Planning Commission** means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw;

(4) **Council** means the Council of The City of Calgary;

(5) **Creditable Reserve Land** means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the subdivision approval process in accordance with the *Municipal Government Act;*

(6) **Entranceway Road** means a major, expressway or freeway standard road that provides access and egress to and from the Stoney Industrial Area and includes Stoney Trail NW, Deerfoot Trail NW, Barlow Trail NW, Airport Trail NW, Country Hills Boulevard NW and 96 Avenue NW;

(7) **Environmentally Significant Area** means a natural area which, because of its features or characteristics, is significant from an environmental perspective in the City, and has the potential to remain viable within an urban context;

(8) **Gross Area** means the total area of land contained within the property lines of a site;

(9) **Gross Developable Area** means the gross area of a site, excluding environmental reserve, expressways, freeways and interchange lands, and any lands purchased by The City or the Joint Use Co-ordinating Committee but including any reserve dedicated on a voluntary basis by a developer;

(10) **Holding District** means the Urban Reserve District within the Land Use Bylaw, or an equivalent district, that retains land at a low intensity pending redesignation to a land use district that will allow urban level subdivision and development to occur;

(10) **Net Developable Area** means a parcel of land designated under the Land Use Bylaw for residential, commercial, institutional, recreational or other urban uses excluding any adjacent public road rights-of way, reserve land or public utility lots.

17.2 Land Use Definitions

The following land use definitions shall apply:

(1) **Accessory Use** means the use of land, buildings or structures for a purpose that is incidental or subordinate to the principle use of the site;

(2) **Extensive Agricultural Use** means the use of land, buildings or structures for the purpose of the raising of crops or rearing of livestock either separately or in conjunction with one another in a unified operation but does not include an intensive agricultural use;

(3) **Light Industrial Use** means the use of land, buildings or structures for the purpose of manufacturing, processing, fabricating assembly, warehousing, storage and distribution of goods or materials that does not create conditions that are objectional or dangerous beyond the boundaries of the site by way of noise, odours, airborne emissions, outdoor lighting or vibration, conducts its operation within an enclosed building and is not depend upon outdoor storage of goods or materials as part of its operation, and may include, but is not limited to, storage depots, warehouses, distribution centres, manufacturing plants and laboratories;

(4) **Heavy Industrial Use** means the use of land, buildings or structures for the purpose of manufacturing, extracting, processing, fabricating or distributing goods or materials that creates conditions that are objectional or dangerous beyond the boundaries of the site by way of noise, odours, airborne emissions or vibration, or other adverse impacts and may include but is not limited to, resource extraction and processing operations, manufacturing plants, feedlots, oil refineries and rendering plants;

(5) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, educational, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries, and day-care centres;

(6) **Local Commercial Use** means the use of land, buildings or structures for the purpose of providing retail goods and services on a limited scale to primarily local employees or patrons in the area and may include, but is not limited to, restaurants, convenience stores, service stations and gas bars, and financial institutions;

(7) **Medium Industrial Use** means the use of land, buildings or structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage or distribution of goods or materials that may create moderate external impacts beyond the boundaries of the site by way of noise, odours, airborne emissions, outdoor lighting or vibration, conducts

specific activities outside of an enclosed building or requires outdoor storage of goods and materials that cannot be reasonably mitigated, and may include, but is not limited to, cleaning, servicing, testing, and repairing operations, manufacturing plants and processing plants;

(8) **Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include but is not limited to, administrative offices, consultants offices and research offices;

(9) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities, and public facilities;

(10) **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds;

(11) **Retail Commercial Use** means the use of land, buildings or structures for the purpose of selling retail goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment, but does not include secondary commercial uses as defined herein, and may include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres, entertainment facilities, and financial institutions;

(12) **Secondary Commercial Use** means the use of land, buildings of structures for the purpose of providing retail goods, services or entertainment to the final consumer that by its nature requires extensive indoor or outdoor areas for storage or display or carrying out the activity, entertainment or service and may include, but is not limited to, warehouse stores, automotive sales and rentals and bingo halls;

(13) **Service Commercial Use** means the use of land, buildings or structures for the purpose of providing goods and services to the travelling public on sites dependent upon exposure and efficient access from roads carrying higher volumes of traffic and may include, but is not limited to, hotels, motels, restaurants, service stations, and convenience grocery stores;

(14) **Similar Use** means the use of land, buildings or structures for a purpose that is similar in form or function to a use identified within a land use area within the plan but does not meet the definition of that use in all respects.

Appendix 1
Design Guidelines

Appendix 1 - Design Guidelines

Development Along Nose Creek, Entranceway Roads and Residential Areas

1. Setbacks

(1) Nose Creek Corridor

(a) A 30 metre setback for buildings, and any other development as identified through the land use controls or subdivision conditions applied to a site, should be provided from the high watermark of Nose Creek.

(b) An 18 metre setback for buildings, any other development as identified through the land use controls or subdivision conditions applied to a site, should be provided from the top-of-bank of an escarpment.

(c) As part of an Outline Plan/Land Use application, a field survey should be undertaken to define the required setback boundary from the top-of-bank of Nose Creek and an escarpment in relation to the site.

(d) At the subdivision approval or development permit approval stage

(i) a plan of survey should be submitted to define the required setback boundary from Nose Creek in an escarpment in relation to the subject site, and

(ii) a restrictive covenant should be registered against the title of any lots within the required setback boundary from Nose Creek and an escarpment identifying the development prohibited within the setback.

(2) Entranceway Roads

Building setbacks from entranceway roads should be in accordance with the yard requirements in the next section.

(3) Residential Area

Building setbacks from residential areas should be in accordance with the yard requirements in the next section.

2. Yards

(1) Nose Creek Corridor

(a) Any yard adjacent to Nose Creek or an escarpment (including reserve land along the creek or escarpment) should be

(i) considered to be a front yard, and

(ii) a minimum of 6.0 metres in depth.

(2) Entranceway Roads

(a) Any yard adjacent to an entranceway road (including a service road along the entranceway road) should

(i) be considered to be a front yard,

(ii) in the case of a freeway or expressway, be a minimum of 15.0 metres in depth, and

(iii) in all other cases, be a minimum of 10.0 metres in depth.

(b) The yard requirements under (a) may be reduced to a minimum of 7.5 metres where

(i) continuous landscaping is developed between the principle building and the entranceway road with

(A) no outdoor storage, loading or parking areas allowed, and

(B) suitable screening comprised of a combination of fencing and mature trees provided,

(ii) the built form and visual appearance of the building is considered to be suitable and attractive when viewed from the entranceway road, and

(iii) the yard depth will be co-ordinated and complementary in relation to development on adjacent lots

(c) Unless a side yard is used for vehicular circulation, a minimum side yard of 5 metres in width should be provided within

(i) 20 metres of a freeway or expressway, and

(ii) 15 metres of any other entranceway road.

(d) Only one side yard should be used for vehicular circulation.

(e) Outdoor storage of goods or materials should not be allowed in a front yard adjacent to an entranceway road.

(3) Residential Areas

(a) Any yard immediately adjacent to a residential lot should

(i) considered to be a front yard, and

(ii) be a minimum of 7.5 metres in depth.

(b) Loading and outdoor storage, or any other activity determined to have a significant adverse visual impact when viewed from an immediately adjacent residential lot, should not be allowed within yard abutting a residential area.

3. Screening

(1) Nose Creek Corridor

(a) All parking, loading areas, service areas (including outdoor sales lots), mechanical equipment and areas with high levels of vehicular activity should be screened from view of reserve land or a public road adjacent to Nose Creek or an escarpment.

(b) Screening should comprise a solid fence, wall, berm or landscaping, or some combination, that limits visibility into a site when viewed from reserve land or a public road.

(c) All roof top mechanical equipment should be recessed from the roof edge or screened with architectural elements.

(d) Where landscaping or tree planting is used to provide screening, its composition should ensure adequate screening year-round.

(e) Screening requirements should take into account any topography and elevation differences that exist.

(2) Entranceway Roads

The screening requirements of (1) above shall also apply to entranceway roads.

(3) Residential Areas

The screening requirements of (1) above shall also apply to residential areas.

4. Fencing

(1) Nose Creek Corridor

(a) The interface treatment between a privately-owned parcel and reserve land dedicated along Nose Creek or an escarpment shall be compatible and appropriate in terms of the quality and design of a fence.

(b) Where the boundary of a privately-owned parcel is located within the building setback from Nose Creek required under 1 (1)(a) above, fencing along the property line may be limited to a post-and-cable fence, or an equivalent form of fencing, required to demarcate the property line.

(2) Entranceway Roads

(a) The interface treatment between a privately-owned parcel and an entranceway road, or a service road adjacent to an entranceway road, should be compatible and appropriate in term of visual screening, aesthetic appearance and landscaping treatment.

(b) Fences and walls should be constructed of durable materials complementary to the exterior building materials.

(c) Fences and walls that are greater than 15.0 metres in length should be varied in their design and provide for landscaping to create visual interest.

(d) Fences and walls that are greater than 2.0 metres in height should be varied in their design and provide for landscaping to create visual interest.

(e) Fences and walls should not be located within any required landscape area except as decorative landscape elements.

(f) The maximum height of fences and walls should be 2.0 metres.

(3) Residential Areas

The guidelines contained in (2) above should also apply to the interface treatment adjacent to residential areas.

5. Storage

(1) Nose Creek Corridor

Outdoor storage of goods or materials should not be allowed in a required yard adjacent to Nose Creek.

(2) Entranceway Roads

(a) Materials and sales inventory stored outdoors should be fully screened from entranceway roads.

(b) Service and outdoor storage enclosures should be constructed of materials that match and complement building materials.

(c) Outdoor display areas should be located to the front or side of a building and not within any required yard along an entranceway road, or a service road adjacent to an entranceway road.

(d) Outside displays should be limited to a sample of items provided, processed or sold by the development on the site.

(3) Residential Areas

The guidelines contained in (2) above should also apply to outdoor storage adjacent to residential areas.

6. Landscaping

(1) All minimum front yards should contain continuous landscaping, except for access ways from public thoroughfares.

(2) Landscaping should be located to enhance

(a) pedestrian areas,

(b) building walls,

(c) parking areas, and

(d) vehicular access ways.

7. Architecture

(1) Nose Creek Corridor

(a) Building materials should

(i) be durable and permanent in quality and composition, and

(ii) require low maintenance.

(b) Building facades adjacent to an entranceway road right-of-way should contain architectural elements that provide visual interest and reduce the massing of longer structures.

(c) Architectural elements under (b) may include

(i) facade modulation (i.e. building intervals that are stepped forward or back 0.5 to 1.5 metres),

(ii) facade enhancement (i.e. distinctive roof forms, arcades, reveals, cornices), and

(iii) facade articulation (i.e. horizontal articulation of buildings greater than 7.0 metres in height to reduce visual massing).

(2) Entranceway Roads

The guidelines contained in (1) above should also apply to building architecture on sites adjacent to entranceway roads or service roads along entranceway roads.

(3) Residential Areas

The guidelines contained in (1) above should also apply to building architecture facing residential areas.